

CANADIAN

National

APRIL 1957

MAGAZINE



Keeping track

Items in the month's news of interest to railroaders

DIESELIZATION of all passenger trains in the Montreal-Chicago service was being completed as this issue went to press. By mid-April the International Limited, Intercity Limited, La Salle, Maple Leaf and the night mail train will all be powered by new 3,500 horsepower diesel-electric locomotives.

* * *

REMOVAL OF DOMINION SALES TAX on railroad ties, as provided for in federal budget brought down on March 14, will save CNR an estimated \$750,000 during the current year.

* * *

SIX EMBARRASSED OWNERS of new homes outside Ottawa will never put "The Railroad Runs Through the Middle of the House" on their hit parade. They've found out that their houses are built on CNR property, land acquired by the Canadian Northern in 1912. CNR spokesmen said "There is no doubt that the land belongs to the railway . . . certainly every effort will be made to work out some fair and equitable solution."

* * *

LICENSES to the railways, permitting the sale of liquor in dining cars on transcontinental trains, have been granted by the Manitoba Liquor Licensing Board.

* * *

EXPERIMENT that may result in the abandonment of some of CN Telegraphs' overhead wire system in Newfoundland is under way. CNT has completed a 23-mile-long underground cable across Gaff Topsails, where high winds, drifting snow and sleet make overhead wire operations a real headache.

* * *

SWITCH LAMP that will glow for 12 years without refuelling has been developed by the research department of the Denver, Rio Grande and Western. It looks like a standard lamp, with circular lenses of the appropriate colors, and operates on the same principle as a radium-dialled watch, in which the radiance from disintegrating atoms strikes a phosphorus substance, which glows when struck by light or other radiation. In the lamp, the phosphor is excited by a radioactive gas, Krypton 85.



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APRIL, 1957

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OUR COVER

An idea of some Easter traffic carried by Canadian National Express is seen in this picture of Iris Hurd, passenger traffic, Montreal, taken by Staff Photographer Gerald Richard. More of same on Pages 4-5.

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Local Paper Story Praises Port Elgin Station Agent

By Michael Shaw

A GOOD imagination would be needed, the Port Elgin Times remarked, to picture Port Elgin station without William John Hendry. And nothing could be truer. For 37 years the genial Bill has been assistant agent and telegraph operator for the CNR and local residents have come to regard him as being as much a part of the Lake Huron town as the station itself.

Bill, like so many others in smaller depots wherever the Canadian National serves, has lived in the area all his life. He knows someone from probably every family there, and they certainly know him. Even the kids come to "Bill" when they want dimes changed to pennies for playing at shops.

The out-of-towners who, every summer weekend, add as much as 7,000 to the town's normal 1,720 population, know Bill too. He says, though, with a wry grin, that they only seem to contact him when one of the two daily trains is late on its 60-mile run from Palmerston Junction. And then they want to complain.

But, children playing shop or upset vacationers, they all get a ready smile from Bill. With a courteous manner like his, no one goes away mad.

Bill's daily routine is as regular as an operating man's. Agent Ambrose Zettler, recently returned to Port Elgin after an absence of 39 years serving at 55 other stations, opens the office in time for the first train from nearby Southampton terminal at 6:59 a.m. Daylight Time.

Bill is there on the stroke of 10, handling telegraphs, express and freight. Though the Town of Maples, as Port Elgin is often called, has only one major industry producing brushes and toileware, the depot handles a steady flow of merchandise — from chickens to refrigerators.

Both men return home at 5 p.m., but Bill is back at the station again at 10.30 to handle express and passengers for the midnight train. He has worked the same hours since returning in 1919 from First World War service in France, when the line to Port Elgin was the Grand Trunk. His reliability has become as well known as his courtesy.

"Bill has always been highly respected," says Town Clerk John Chapman. "If everyone was like him, we wouldn't need a police force in Port Elgin."

Police Chief Blair Robertson might not appreciate the thought of dispensing with the force, but he does like to recall the time when Bill was a top-notch hockey player and had one of the strongest grips of anyone he knew in the game.

Bill, to whom sport is still a main interest, starred at right wing for Port Elgin hockey teams for a dozen years, and kept in shape for winter activities by fielding pop flies and grounders at third base for the local baseball nine.

Perhaps it was some of his old hockey skill that came back when he plucked a soldier out from under a moving train at the station. It earned him the Royal Humane Society's certificate for lifesaving — though he'll never mention it himself.

It's probably due to Bill's innate modesty that his friends at the Legion Hall like to rib him about the day he was released after an operation in a Toronto hospital. As he had been in bed a long time, his feet staggered as he trudged with his suitcase over the concourse at Union Station. A watchful police officer was prompted to take a close look at him to see if he was sober — and it's tickled the Port Elgin Legionnaires ever since.

"The only thing wrong with Bill — he's still single," they say. "He loves all girls, not just one."

The Port Elgin Times publisher, Ken Pettis, classified Bill's marital status as ingrained bachelorhood.

Bill has one brother, Maurice, a telegrapher at Detroit. Bill lives with his mother in a brick house a couple of blocks from the station, where he spends much of his spare time in a fine garden.

Some of his evenings are spent in Legion activities. He was the popular choice as first president of the local branch in 1944. He has also been chairman of the poppy committee for more years than he cares to recall, and is credited with much general behind-the-scenes work.

But at his regular job at the station, Bill is more of an institution to his many friends. They feel that Bill, now 58, will be there as long as the CNR operates.

But Bill's eyes flash under his graying brows, and his normally solemn, ruddy face breaks into a grin. "Well," he says, "one thing they can be sure of, they get darn good service round here."

With a smile like that, and in such a trim station, it's easy to agree. ★



Jeannette Brisebois, of the purchasing department at Montreal, chooses a chic chapeau for the Easter Parade.

Photo by Gerald Richard

Express-ly for Easter

Fresh flowers for the table or hats for milady's head are taken equally in stride by busy Canadian National Express employees to meet Easter demands.

By Archie Duffie

MARCH winds bring April showers, says the old nursery jingle, and this year these breezes also bring Easter bunnies, bouquets and bonnets. There are no surer signs that spring is busting out all over.

The Canadian National is mixed up in this happy transition from winter to summer, with CN Express people up to their ears in a rush of business involving the transportation of fresh flowers and spring hats.

Both businesses provide a good steady flow of traffic all the year round, but when Easter comes along, everything doubles up, and express handling facilities are given a real workout.

A good example, as far as the flowers are concerned, is provided by a run-down on the service that CN Express gives the Dale Estate, one of Canada's largest growers of cut flowers.

At Brampton, on the CNR line 21 miles west of Toronto, the Dale people grow flowers that they ship all over the country. Roses, daffodils, carnations, lilies, tulips, orchids and a dozen other varieties are grown in greenhouses for the Easter trade, under controlled conditions that bring them to their full perfection at just the right time.

All this careful timing would be wasted if there wasn't a fast, reliable method of getting the flowers to market, and the CN Express relieves the grower of his troubles on that score.

Montreal is a huge market for cut flowers, and every day except Saturday a whole baggage-car load of them is shipped from Brampton to the metropolis. As conditions demand, the flowers are moved under either heat or refrigeration, packed in re-usable corrugated-board cartons.

The flowers are packed into these boxes with wet newspaper to keep them moist during the trip, which most of them will make on train No. 32, our baggage-mail-express train that leaves Toronto at 9.45 p.m. and arrives at Central Station in Montreal at 4.15 next morning.

There, while the citizens slumber, those of them who aren't still up from the night before, the packages of flowers are loaded into express trucks and are ready to move as soon as the wholesaler is open for business.

And they don't stay long on the work tables in his warehouses. It's a buzzing beehive of activity as the handlers fill orders from a battery of telephones that ring again as quickly as the receivers are replaced. The foreman, as a sort of badge of office, wears a pink carnation stuck jauntily in his hat-band.

Each retailer's order is quickly assembled from the opened cartons of flowers, and less than 24 hours after they were picked, their fresh beauty unimpaired, they are in show cases and shop windows all over the city.



At the Dale Estate nurseries, Brampton, Ont., gay yellow daffodils, traditional favorites for Easter, are selected by skilled pickers for express shipment to all parts of the country.



Photos by Bill Smith

Transferred at Toronto Union Station from the Brampton local, the cartons of fresh-cut flowers are loaded by M. Taylor and S. Day into an express car on the overnight mail train for Montreal.

Just as colorful as the Easter bouquets are the Easter bonnets, and getting them onto the eager heads of the ladies in time for the Easter parade is another activity that pays off for CN Express.

Again, Montreal provides a good place for an Easter bonnet researcher to ply his trade, as Canada's largest city is also its garment manufacturing center.

One of our good customers is Henry Leopold, a maker and seller of crowns for the crowning glory of Canadian

womanhood.

Just as the ladies come in a thousand shapes and sizes, so do the hats, ranging from big floppy picture hats to pert little snippets of fabric that cover only a few square inches of hair-do, but make all the difference in the world.

Twice every working day, oftener if necessary, a CN Express truck makes a pickup at the Leopold plant, to haul away to the express cars the latest creations of the hat designers.

And they can be nearly as perishable as the flowers, with fickle feminine

fancy calling the shots.

It's a fiercely competitive business, with the man who gets there first picking up the marbles. So fast and reliable transportation is as important as design, rapid processing through the factory and good salesmanship.

There are others of us concerned with Easter, too. The passenger traffic people, for instance, have their Easter Tours scheduled from Toronto to Chicago and Detroit, and from Montreal to New York.

(Please turn to Page 16)



At Montreal, express porters Frank Brookman and Adrien Legault switch the packaged flowers from the train to CN Express trucks for speedy delivery to wholesale florists' warehouses.



Photos by Gerald Richard

Quick and careful handling in transit ensures that the blossoms reach the retailer dew-fresh. Here they are admired in a Montreal shop by CN Express stenos Patricia Cools and Bernice Boassaly.



Excessive speed on poorly lighted roads can turn even the fanciest new car into a tangled pile of junk in no time.



But in broad daylight with clear skies driving is equally dangerous. The driver of this wreck was killed instantly.

Toronto Evening Telegram photos

Look Out! You're Killing Yourself!

Speed, emotion and faulty mechanical equipment are the three major causes of highway deaths—everyone driving a car or truck must always be alert.

ROLLING Russian roulette is an exciting game that is killing more and more Canadians each day. It's an easy game to play — anybody who sits behind the wheel of a car or truck and ignores safe driving rules is well on the way to hitting the jackpot.

And the jackpot is human life—the driver's and the innocent bystanders he takes with him. It's a silly game, but it has many devotees—it takes some 40,000 lives in Canada and United States each year, and injures maybe a million and a half more.

These staggering figures are behind the formation of the President's Committee on Highway Safety in the United States. This committee, formed by President Eisenhower to try doing the same job for highway safety that organizations like the Industrial Accident Prevention Associations have done in industry, is seeking the co-operation of Canadians as well as U.S. residents in reducing the appalling, and needless, toll on highways.

And it is a project in which the individual driver can help. According to a survey of safety departments of leading oil and tire companies, vehicle fleet operators, the U.S. National Safety Council and the Aeronautical Laboratories of Cornell University it is the "average" driver who is the biggest booster of highway accident statistics.

Certainly the "bad" drivers cause

By Bob Magowan

their share. And so do drunks, who aren't too numerous; crazy youngsters; flighty women and nervous old folks. But the big killer is the average driver, the man or woman who is pretty good at driving and knows the rules.

Speed is one of the major factors. And practically everybody who drives a car exceeds the speed limit from time to time. More than they realize, in fact. For instance, it is pointed out that anyone who formerly owned an older and lighter car than he now drives has the sensation of driving about 40 miles an hour when actually the speedometer needle is flirting with 60.

It's a fact that relative speed in today's car as compared with its older brother is a serious factor. And the longer a person has been driving the less he tends to look at the speedometer. He relies more on the "feel of the road", which can be a tricky sensation.

An insurance company, incidentally, provided some proof of these facts based on 1955 figures. Drivers with three to six months of experience had more fatal accidents than those driving three months or less! More than 98 per cent of accidents, the company found, were caused by drivers with more than one year of experience.

A safety man says one big problem is that most of us tend to regard the highway traffic act as just something to memorize so we can get a driver's license. "We regard speed signs as a kind of aid in our game with the police," he continued. "Too often, driving evokes only the sentiments of a participant in an athletic contest, or a soldier at war: accomplish the objective with a minimum of delay."

Few experienced drivers remember as much as they should about the laws of the road. Many pay for this faulty memory with their lives. So, every driver who wants to avoid accidents should get a copy of the highway traffic act for his own province. If he decides he doesn't like what it says, he can play rolling Russian roulette, and probably lose.

Second of three major accident causes is *Emotion*. "Teaching the other guy a lesson" is perhaps the most expensive form of education known to man. The desire to get even is more common among young drivers, but many older drivers are still immature.

Like when another driver cuts you off. He nearly caused an accident—nearly killed you, in fact. So, you decide to get even—to teach him a lesson. Sounds silly, doesn't it? But people do it every day—roar down the highway to cut off the guy who cut them off.

Emotion is also responsible for much

of the speeding. Driving gives many people a sense of power—the faster they drive the more powerful they feel. During periods of emotional stress—times when they are least able to concentrate on driving—they feel the greatest need for that sense of power.

So it is essential to remember—if you are emotionally upset, don't drive if you can possibly avoid it. If you've had a fight with your wife at a party, don't drive the car home—let her drive. And have her drive at least 10 miles an hour slower than you normally do.

The third major cause of highway accidents is *faulty mechanical equipment*. Thousands of mishaps are caused each year by mechanical defects that affect the safety of cars and trucks. The following check list is a helpful guide to proper maintenance:

Windshield wipers—They should work easily, clean quickly. If they stop functioning "now and then", fix them; accidents only happen "now and then".

Rear-view mirror—Free from cracks and chips? Good reflection? To avoid vibration and blurred images, be sure it's secure and properly adjusted. Clean it regularly, too.

Horn—If it's too loud, that can be dangerous, for some pedestrians "freeze" when frightened. Test to see if there are any "dead spots" when you press your horn.

Steering wheel—Some "free play" is normal, but more than two inches of play at the rim of the wheel indicates loose or worn parts.

Tires—Check treads and sidewalls for bald spots and breaks. Free from bulges, cuts, cracks, uneven wear?

Brakes—Over-economy here is bad business. Have brakes adjusted *before* the pedal nearly touches the floor. To avoid skids, be sure brakes are balanced. When you need a relining, get one. And remember that the cheapest lining may turn out to be the most expensive.

Exhaust system—Make sure it's tight, quiet and free from leaks so that carbon monoxide can't seep into the car.

Engine—A car that stalls is accident prone, and clogged radiators are a big cause of stalling. So before summer heat sets in, flush the radiator thoroughly and add an anti-rust compound. Flush again before adding anti-freeze come winter.

Lights and turn signals—Do they work properly? Are headlights aimed to avoid glare? Does the dimmer switch work correctly?

Windows—Keep them clean. If they become cracked or discolored, replace the glass. If you *must* display stickers to show where you've been, wear them on your hat; on the window they're a hazard.

There are the causes—speed, emotion and faulty equipment. There's really nothing there that the ordinary person would tend to overlook—but the ordinary person does overlook one or more of these three things to an alarming degree. Let's drive safely and sanely—and keep the old bucket of bolts in good repair.



A surprise visitor at the CNR Kitimat station was Board Chairman and President Donald Gordon, who was welcomed by, from left, Bennie Nedson, Gloria Patterson and June Baker.

For Every Girl... 100 Men

Two CNT girls say "it's wonderful" to live in a community where they are outnumbered by hardy males.

By Ken Brumley

WHAT'S it like for single girls in Canada's newest, bustling community of 13,000 people where the ratio of eligible males is about 100 to one?

"Life's just wonderful," says attractive blonde Gloria Patterson, one of three single girls in Kitimat's new Canadian National Telegraphs office. Gloria and fellow teletype operator June Baker, are actually pioneers, not only of the whole CN operation in the new aluminum production centre 400 miles north of Vancouver, B.C., but were early residents in the town, compared with many who look on a six-month period of settlement as eligibility for "old-timer" status.

Gloria and June, friends in Vancouver, arrived within a few months of each other, shortly after the CNR's glistening new aluminum fronted station was erected at the end of 1955.

Third member of the single girl team is Patricia Birch, whose father is employed in the personnel department of the Aluminum Company of Canada Ltd. Pat lives at home with her parents, two younger sisters and a brother aged four. Kitimat's accommodation shortage has been no problem for Pat, whose father rates house purchase assistance under a scheme for Alcan employees.

But Gloria, who arrived here on March 26, 1956, to assist the sole operator of the mushrooming CNT function, Bennie Nedson, lived in a pre-fab cabin in the Service Centre.

Gloria's first home was actually the

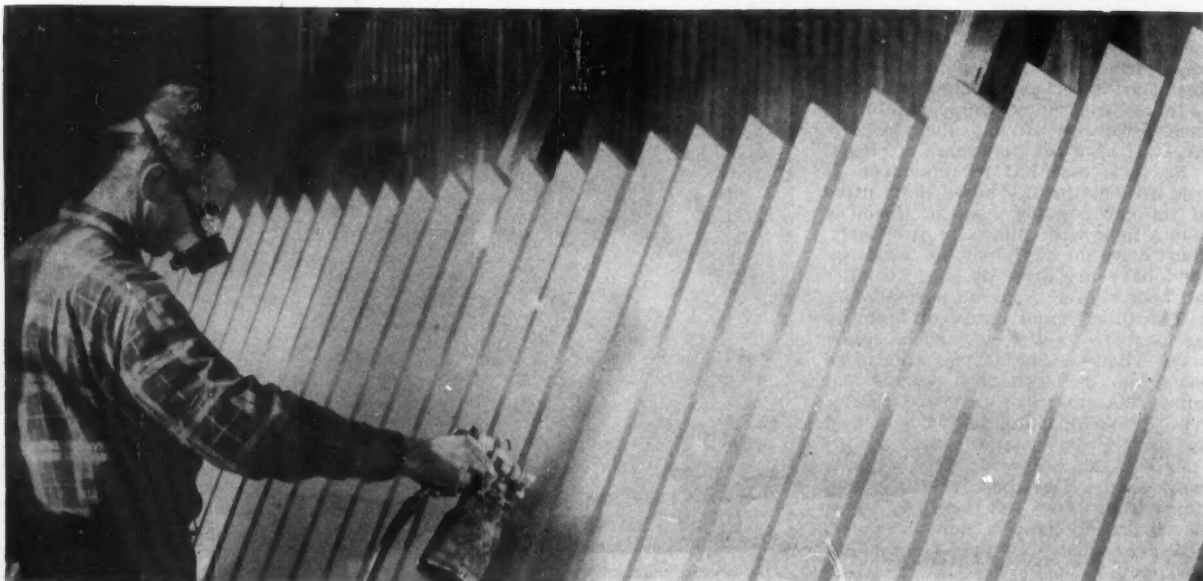
first Kitimat station, a one-roomed affair without water and heated by means of an oil stove which used up a great deal of the space available. Gloria shared her cosy home with a girl friend. "It was the most exciting experience and all the people were very kind," she says. The boys in the bunk cars just across the tracks helped her with the chores and a friendly lady cook helped her out with dishes so the two girls were able to set up private house.

Gloria admits she has "itchy feet". Her stay in Kitimat was to have been one month. She arrived just after a heavy snow storm aboard a small amphibious Pacific Western Airlines plane that follows B.C.'s rugged coast line all the way from Vancouver. Now she says she never cares if she never leaves Kitimat.

Why is that?

The 24-year-old blonde has more interests than she can satisfy. She is an enthusiastic member of the Kitimat Concert Association, a group sponsoring good music. Gloria has a neat new apartment in the town's first neighborhood, Nechako, two miles from her office in the Service Centre. She loves dancing and goes to lots of house parties. She is a member of an active tennis club which supports four new courts in the summer and make a skating rink in the winter.

Boy friends? Gloria is the same as
(Please turn to Page 13)



Rows of crossing signs are painted. ▲

Photos by Bill Smith

Welder forms parts for baggage trucks. ▼



Versatile Garage

Many jobs make maintenance shop an up-to-date production unit for items in daily use by CNR departments.

By Bill Smith

THE eccentric essayist Gertrude Stein once said, "A rose is a rose is a rose", which may mean that a rose can't be anything else.

This may apply to roses, but Miss Stein would have a hard time fitting the same thought to a bus garage which is not only a garage but a cabinet shop, lumber yard, box factory, sawmill and foundry as well.

This garage is the low rambling maintenance shop of the Niagara, St. Catharines & Toronto Railway located in St. Catharines.

Nominally a CNR department of road transport bus garage, the building and its staff service the buses which serve the area, as well as the pocket-sized locomotives and electric cars of the N. S. & T. Though the job of maintaining the nine locomotives, four passenger cars and 63 buses presents the usual problems and routine operations, plenty of time is found for the other part of the garage's dual personality.

Increasing pressure for a "general purpose" shop that could handle the odd jobs of the giant railway has been met in a large way through the efforts of H. J. McIntyre, superintendent, department of road transport. With the slowly declining requirements of the garage's production system, space for outside work became available in the building. Mr. McIntyre conceived the idea of the rebirth of the building's production line in a new direction. The

result of the department's planning is the humming little factory whose products and costs compare favorably with those of outside interests. So important has this outside work become that it seriously rivals the building's original function as a vehicle hospital.

In charge of the growing complexities housed within the brick walls is Superintendent R. B. Smith, a quiet man with an efficient nature. His statement that "we can do anything asked of us" pretty well sums up the attitude of his men, and the production record proves it.

The production data for 1956 (which mainly concerns itself with the last five months) reads like the inventory of some super hardware store. The garage produced 45 two-wheeled hand trucks, 34 rebos (a skid-like affair for loading baggage), 26 flour trucks, 122 4-wheeled platform trucks, 16 gang-planks (used between car and platform), 11 ice trucks and seven truck racks.

From the garage's production line have also come filing cabinets, blueprint files, desk partitions, crossing signs, tool chests, dynamite boxes, caboose windows and screen doors.

Typical of the skill of these workmen are the tool chests, measuring a bit over three feet long, two feet wide and a foot and a half deep. Solid as granite, these chests are built to survive years of hard service. They are constructed throughout of 3/4-inch plywood reinforced with steel straps and rods, with a fistful of hemp rope for handles. The materials — rods, straps and all — are cut and fitted on the scene.

The finished product is a formidable box. One wag suggested that all they lack are four wheels and a motor. But, like all fine products, these chests are built to last.

George Sutherland, garage assistant supervisor, handles the production end of the outside operations. A carpenter by trade, he has held positions of foreman at the Siscoe mines and chief shipwright first class in the navy.

"We get the darnedest variety of stuff", he said, patting the fat order book that dominates his desk. "Sometimes the supply problem gets pretty involved, but in the end we get what we need from somewhere."

Waste is a nasty word. Every scrap of trimming and cutting finds a use somewhere else if it's possible. Mr. Sutherland pointed to a large shaped board filled with half-inch holes propped casually against the wall.

"Know what that is?" he asked. "It's the back of an old bus seat. The holes ruin it for everything else, so we use it as a baffle for the radiator. Sort of kicks the heat up if you see what I mean."

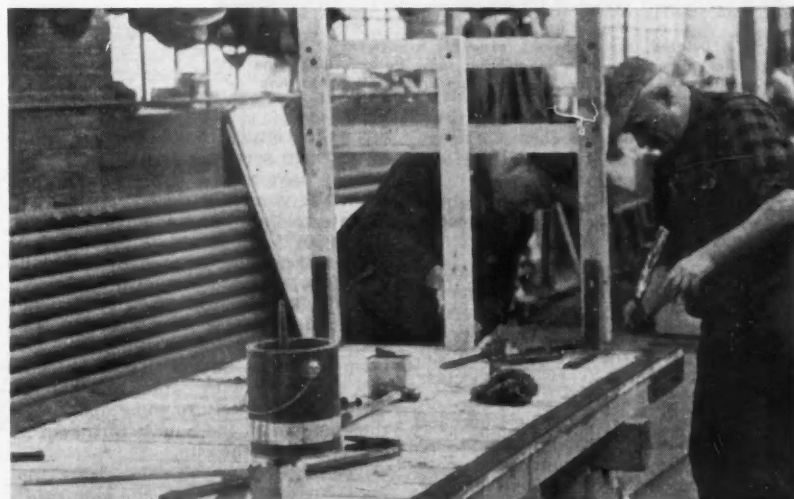
"We figure on about three orders daily," Mr. Sutherland said, "but you must realize that many of these orders take as long as two or three weeks to fulfill. It's a question of time more than volume."

"The greatest challenge to us is the variety", he went on. "We get orders

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Finishing touches are put on one of many caboose tool chests by Russell Jackson, carpenter in the CNR St. Catharines' garage. The tool chests are a major item of manufacture.



More than 120 four-wheel platform trucks have been built or repaired by the St. Catharines' shop during the past year. In this picture a new truck is beginning to take shape.



Ideas for streamlining production are responsible for much of shops' success. William Windeatt, mechanical and electrical superintendent, watches Alex Boikoff finish handle blocks.



T. J. Delaney, senior chemist, examines a segment of broken dinner plate through a magnifying lens. He can judge the quality of the porcelain from the appearance of the fracture.

Photos by Ron Porteous

From Soup to Nuts ...And Then Some

Selecting china and glassware for the new Queen Elizabeth Hotel took hours of testing in CNR laboratories to ensure that the best materials are obtained.

By Archibald William

IT isn't right to say that CNR research laboratories in Montreal test everything from soup to nuts.

They do test nuts—and bolts too. But most of the soup testing is done by the dining car people or the hotels.

Research technicians test an amazing variety of equipment and material, however. One of their really spectacular efforts in the past few weeks involved them in the premeditated destruction of some very high class crockery and glassware.

It was all tied in with the purchase by CNR of \$157,000 worth of china and glassware for the company's new Queen Elizabeth Hotel in Montreal—the largest order of its kind in Canadian hotel history.

There are many ways to test the durability of porcelain and glass. Turning a bull into a china shop and then counting the scraps might be one way, but the research people have apparatus and ability to make a much more scientific approach.

Testing chinaware and glassware is, in essence, seeing how much it will take before it breaks, and in a good average china-testing day at the research lab, there will be more crockery and glass smashed than Maggie could bounce off Jiggs' skull in a year.

Cups, dinner plates, and saucers all get the shock treatment and shatter into shards, just as sometimes happens in the best regulated household. But, unlike the butterfingers housewife, the researchers don't just sweep the debris into the trash can, and hope that hubby won't start wondering what became of that plate with the picture of the Fathers of Confederation on it, that Aunt Millie (she's the rich one) gave them for a wedding present.

No, the lab technicians gather up the

scraps carefully, and find out what made them scraps.

They have an impact tester, built in the CNR workshops, that can subject a plate to blows ranging from a light tap of .01 foot-pounds, to a solid clout of .5 foot-pounds, enough to crack the sturdiest porcelain.

Tests have been devised to find out how much roughhouse a teacup can stand without flying off the handle. As a tip to teacup buyers, the technicians say that cups with "stuck-on" handles are far more likely to come apart than those on which the handle forms an integral part of the cup.

Then there are abrasion tests that duplicate ordinary wear and tear, estab-

lishing the kind of glaze most suitable for hard usage, at the same time preserving the appearance of the china-ware.

Glassware gets a thermal shock test to determine its resistance to sudden temperature changes. This test involves dunking the glass in boiling water, then plunging it into alcohol and dry ice. A glass that survives this treatment will have no trouble going straight from the dishwasher to the banana-split dispenser at the hotel.

Following many hours of painstaking research by CNR experts, all aimed at providing patrons of the Queen Elizabeth with the best and most

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Chemist Zigmund Jeiger dips a hot glass in dry ice to determine "thermo-shock resistance." For safety's sake, as well as for appearance, these glasses must be durable.



Forest Wilderness Falls To Make Way For New Line

By Arthur Pratt

BATTLING every yard of the way against heavy snow, sub-zero temperatures, hard-frozen soil and flinty rock, skilled construction crews have blasted and bulldozed a 100-foot-wide, 23-mile-long swath through the lonely forest wilderness of northern New Brunswick.

The clearing is the first stage of construction of a new Canadian National Railways line that by next autumn will be echoing to the rumble of ore-laden trains carrying valuable lead, zinc, and copper from the Heath Steele mines to the mills and eventually to help fill the needs of a record industrial development.

In order to get the trains running as soon as possible, work has been pushed ahead through the winter months at a fast clip, says D. W. Blair, chief engineer of the CNR's Atlantic region. Modern Construction Company of Moncton has the contract for clearing, grading, ditching, and the erection of bridges and installation of culverts. Modern machines, a far cry from the sledge-swinging huskies of early railroad construction days, will speed the laying of ties and rails by CNR crews when the grading is completed along the length of the line.

Starting at the minesite, located in superb hunting and fishing territory

in the interior of New Brunswick, the new railway will join the CNR's Halifax-Saint John-Montreal main line at Bartibog, and along its 23-mile route it cuts through entirely uninhabited country — not a clearing nor a homestead on its complete length. The terrain is rugged, and the railway will cross many ravines and pass through many deep rock-cuts. About 22 million cubic feet of rock and soil is being moved in cutting and filling operations, and for miles around the snow-laden forests resound with the roaring of giant bulldozers and earth-moving machinery.

At its northern end the line cuts through outcroppings of extremely hard igneous rock. A heavy drill operated by the Wasson Construction Company of Minto, N.B., is being used to bore holes 25 feet down into the centre of the rock-mass. Dynamite is tamped into the holes — 2,000 pounds of it in each gigantic blast — and the resulting detonations shatter to fragments hundreds of tons of quartz to be gobbled up by the big power shovels. Here the trains will run through solid rock cuts 40 feet high.

The Tomogonops River courses through a deep ravine, directly across the path of the railway. Two huge steel culverts, each 12 feet in diameter

and 250 feet long, will be installed to guide the rushing water, and over them will be dumped thousands of tons of rock and earth to bring the land level up to the roadbed grade. The construction crews have already partially tamed the watercourse, ripping off its heavy ice coating and compressing its flow between two man-made levees.

At the other end of the \$3,000,000 line, near Bartibog, Modern Construction has completed a long section of roadbed that is ready for ties and rails. Sixty feet wide, running straight as an arrow and level as a table top, the line stretches away into the distance through mile after mile of dense evergreen forest.

The first station on the line has been officially named "Heath Steele" by R. G. Hayes, vice-president and general manager of the Atlantic region and the name honors the firm whose operations in the newly-discovered mineral area are expected to produce 120,000 tons of high-grade ore annually. The mine is now in pilot production, processing copper ore, and the concentrates are being stockpiled until the railway line is completed.

The new CNR spur is the first railway line, apart from passing tracks and industrial sidings, to be built in the Maritimes for more than 40 years. The opening up of the Heath Steele section of New Brunswick has been described by S. W. Fairweather, the railway's vice-president of research and development, as "one of Canada's major mining developments, and an augury of a bright industrial future for her Atlantic provinces".

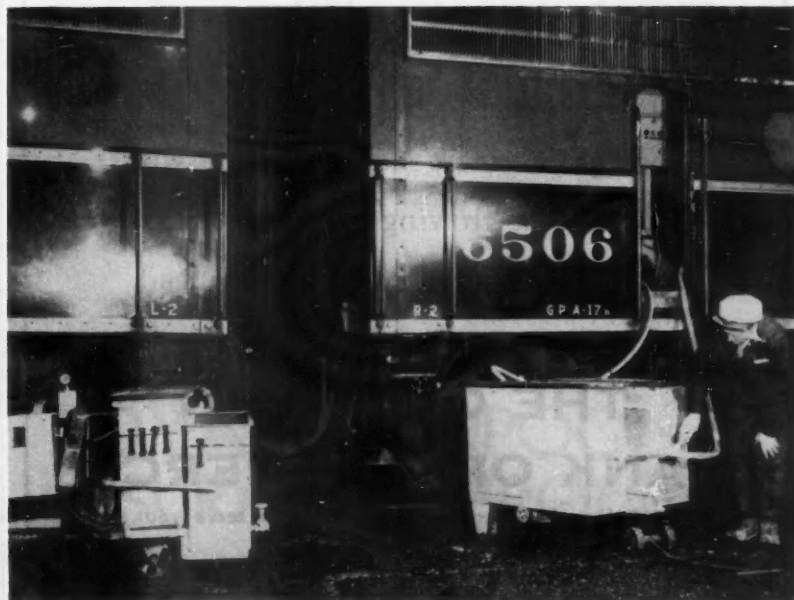
CNR Men Develop New Diesel Cleaner

CANADIAN National motive power men have developed a new method of cleaning steam generators on diesel units, and their brainchild was selected for presentation to the pre-convention meeting in Chicago of the Locomotive Maintenance Officers' Association.

The equipment for the operation consists of two oblong tanks mounted on a trolley. The tanks contain acid. Tubes are fed from them into the generator, where the acid attacks sediment and scale deposit forming on the generator coils.

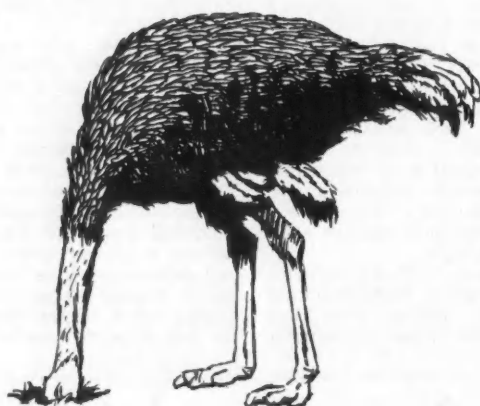
Main improvements on this device over equipment previously used by CNR are use of the generator's water pump mounted on the equipment, and use of a phosphoric type acid developed in CNR research and development laboratories instead of the usual muriatic acid. Both innovations have been highly successful, and the units are in almost constant use in diesel depots. Diesel locomotive steam generators require cleaning after every 150 hours' operation.

The new cleaning equipment was developed by the department of motive power and car equipment in Montreal and Toronto, under supervision of Fred Godwin, chief boiler inspector.



Boilermaker's Helper Bernie Cushman turns on the tap of new equipment designed by the CNR's motive power department for cleaning steam generators on diesel units. The equipment is operated by the locomotive's own water pump, instead of having own pump self-contained.

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MP-207B

Dry-Land Frogmen Needed by CNR

SMALL boys, who have an affinity for frogs as pets, would be fascinated by the "frog shop" which is operated by Canadian National Railways at Moncton. But not because they would find any real, live frogs in it. (They would find some dry-land "frogmen" working there, however!)

What would take the fancy of the small fry would be the huge machines that chew up heavy railway irons as easily as a small boy chews his breakfast cereal.

The frog shop is part of the vast CNR motive power and car equipment shops at Moncton, wherein are manufactured the switch points, "frogs" in railroad-ese, which enable trains to transfer effortlessly from one track to another while running.

In the big workshop, five crews of men are constantly at work turning out the various types of switch points used throughout the 30,000-mile CNR system, and every time a train glides easily over the separated tracks at a siding or spur line, it's because the work they produce has been machined to a precision finish.

Focal point of the frog shop is an immense planer which takes into its capacious maw a full length of 100-pound railway track and shaves it to a point as a carpenter would make a wedge out of soft wood. The "shavings" that fly in clouds from the monstrous machine are deep-blue, diamond-hard steel, curling and whirled like wood shavings, but so tough it's impossible to bend them out of shape by hand.

The lengths of track are machined to a long, thin point, so that when a switch is pulled on a siding the sets of tracks will separate and close snugly, allowing the train wheels to change smoothly from one line to another.

The completed assembly of a "frog" is familiar to anyone who has ever examined a working railway track — a seemingly complicated bundle of straight, curved, and pointed tracks. But it is really a simple apparatus, practically fool-proof and long ago accepted as the most efficient and trouble-free for railroad operation.

The advent of the diesel locomotive on Canada's rail lines posed something of a problem for the men of the frog shop, but a CNR employee's suggestion solved the difficulty. Steam locomotives have huge driving wheels with long, heavy flanges which take the points without a tremor. Diesels, however, have smaller driving wheels which sometimes cause the locomotive to jar slightly when meeting the junction of two rails. Why not just bevel a piece off the top of the point of rail where it joined, the employee suggested. It was done, and the result was smoother diesel riding with no effect on steam locomotive operation over the same rails.

For Every Girl

(Continued from Page 7)

any care-free 24-year-old with a busy schedule. But she agrees all the fellows in Kitimat have been wonderful.

Petite June Baker, 22-year-old teletype operator has worked five years with the CNT, compared with Gloria's seven years experience. They were together in Vancouver and after a three-month job in Prince Rupert, June arrived in Kitimat seven months ago.

She shared the former station prefab building with Gloria and later moved to Gloria's Nechako apartment. This month June will marry Don Englar and move to another suite in the town.

She will keep on with her job as teletype operator, however, after they are married.

June says for the first two weeks she hated the place.

June is a real ball of fire who has taken to Kitimat as though she had been there for years. She met Don at a house party and finds it difficult to get around all their friends and to do all the things they both want to do in the new town.

Twenty-one year old Pat, the baby of the trio started with the CN a year ago as telephonist.

Pat lists her recreation activities as almost everything the place has to offer. Only for the first two weeks here did she feel unhappy. She helps her family with the household chores, finds time for bowling, skating, dancing and gets to a movie in the new 710-seat Nechako Theatre about once a week.

Pat lives in a three-bedroom home on Swallow Street (all street names in the Nechako Neighborhood are taken from bird names).

How does it feel to be one girl in a hundred men? Pat, like Gloria and June, says "it's wonderful!" She'll make it clear, however that she doesn't have to keep track of 100 boy friends. "It'll be better when there are more single girls here," she says. "More dance partners, more dances and everyone will be much happier."

How about that, girls? Want to join the fun at Kitimat, where there aren't enough femmes to go around?

Kitimat sounds like a lot of fun.

Soup to Nuts

(Continued from Page 10)

beautiful of china and glassware, the huge order was put through by the purchasing department.

The more than 137,000 pieces of porcelain, carrying a fleur-de-lys motif, will be made specially by the Doulton Company, of Staffordshire, England.

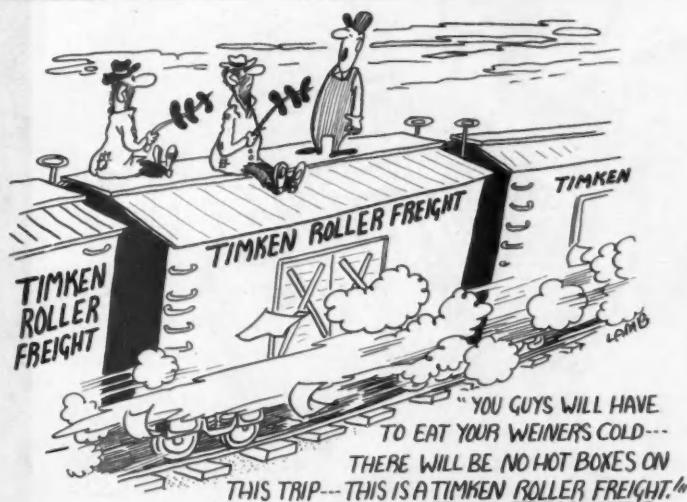
Included are pieces ranging in size from tiny mustard pots, 500 of them, to large meat platters. There are also 29,000 coffee cups, 18,000 salad plates, 17,000 dinner plates and 10,000 bread

and butter plates to be made by Doulton.

Something very special is a gold-edged party service, numbering 9,000 pieces, to be made by the Paragon Company of England.

Sixty-five thousand glass tumblers will be made in Canada by Dominion Glass Company, and 75,000 pieces of glass stemware by Libbey Glass Company of Ohio.

It will all be ready for the opening next year of the 21-storey hotel, and will contribute toward making the Queen Elizabeth one of the world's great hostels, and enhance Montreal's stature as a convention city.



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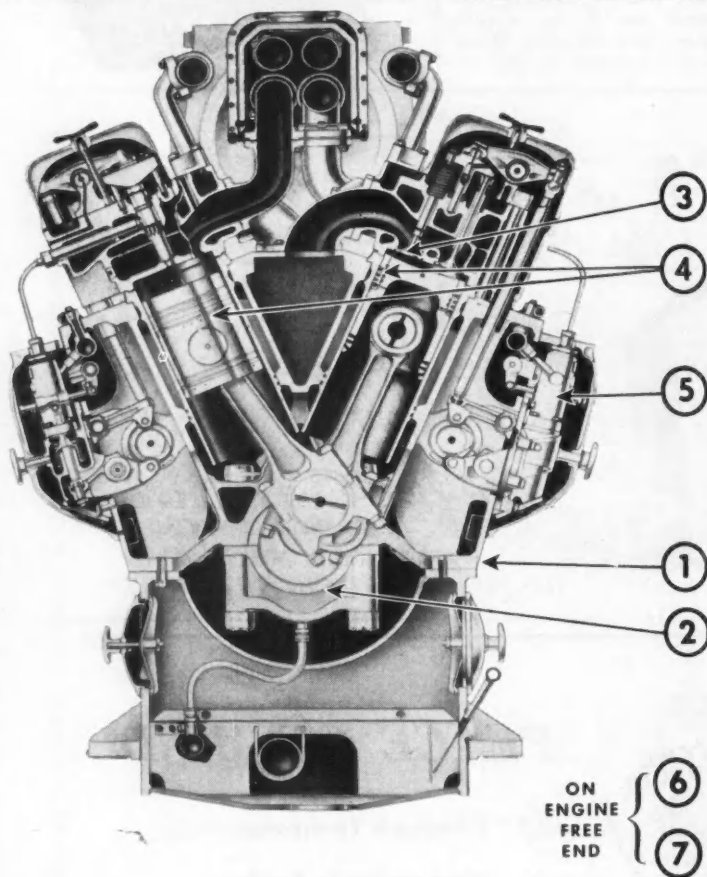
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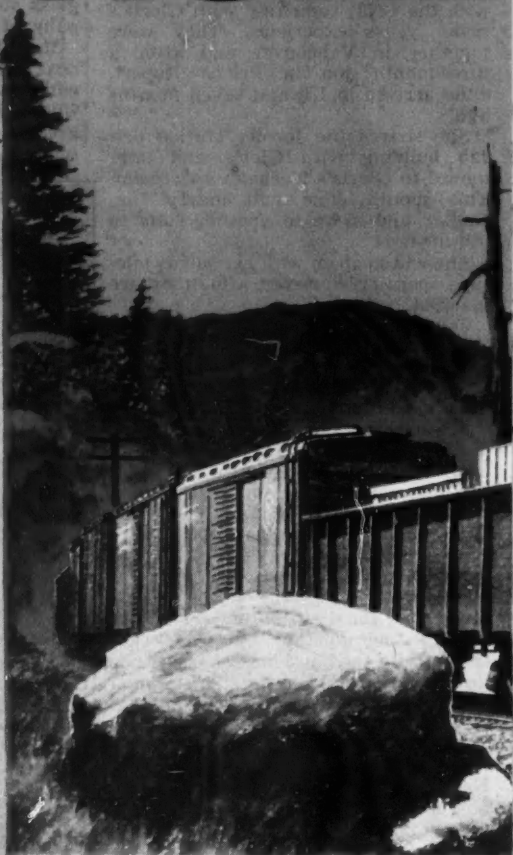
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MLW introduces 1800 h.p. diesel engine

DL-718 ROAD



1. Cylinder block has stronger, more rigid construction.
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4. Ni-Resist inserts in top ring groove and heat treated rings lengthen piston and piston ring life.
5. New dilution-proof fuel-injection system affords improved combustion.
6. New air-intake aftercooler lowers temperatures in all combustion-affected parts.
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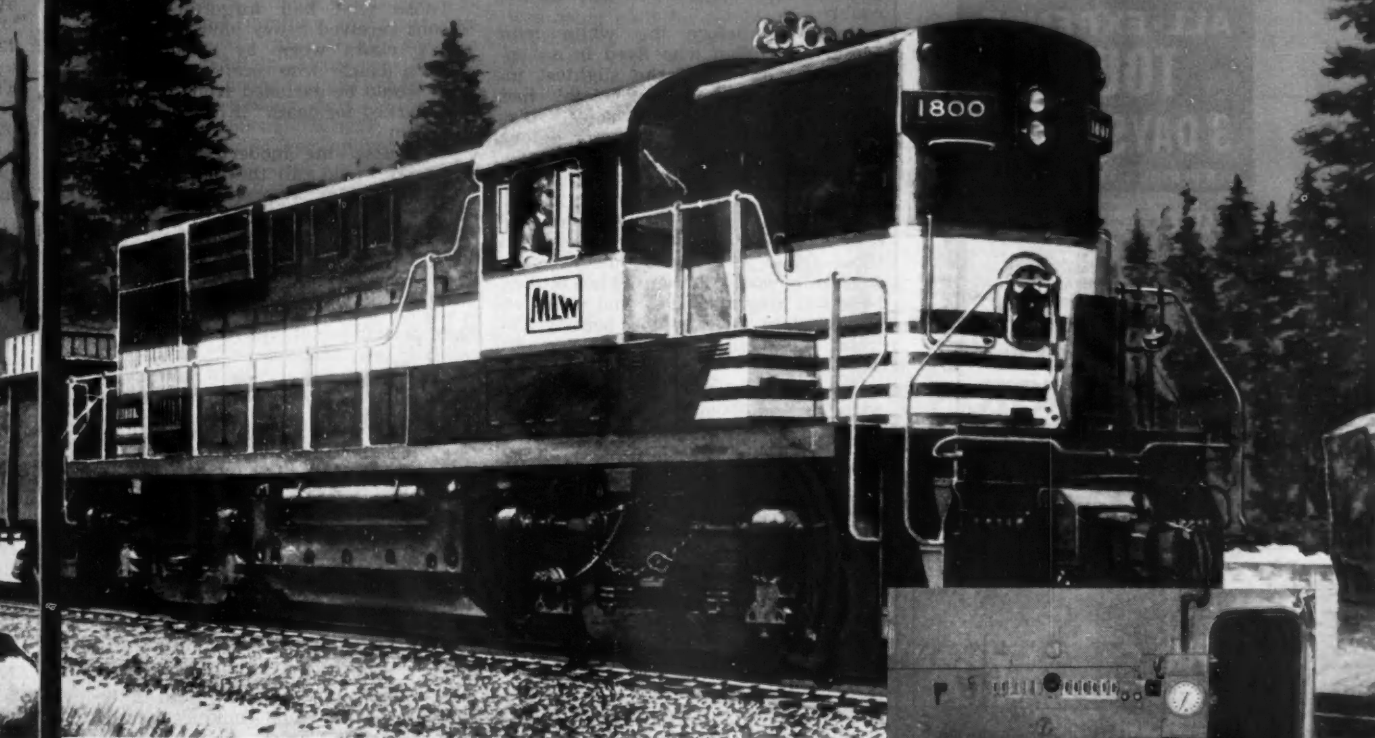


The DL-718 diesel-electric Road Switcher offers increased power and dependability to Canada's railroads. The new 1800 hp 251-series diesel engine incorporates the latest design improvements for longer life, greater efficiency and economy of operation. The DL-718 is equipped also

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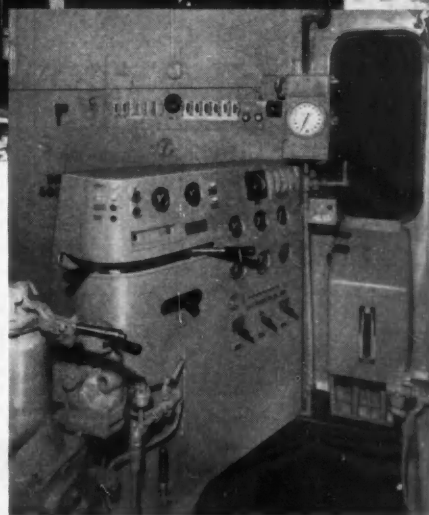
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with an improved static excitation electrical control system offering high reliability and low maintenance.

Designed to provide versatile motive power for Canada's wide-spread and diverse railroad operations, MLW Road Switchers handle both switching assignments and long freight and passenger runs. Winterization features and extra fuel and water capacity enable these locomotives to operate with year-round efficiency under Canadian conditions of long hauls, mountain grades and extreme cold.



New control stand incorporates simplified controls for greater operating efficiency.



WORKS LIMITED

Express-ly for Easter

(Continued from Page 5)

And it is certain that more than one pretty Easter Sunday stroller along Fifth Avenue, Woodward Avenue or Michigan Boulevard will be stopping them dead with a cute hat that only a week or so before was whisked from the factory to the millinery shop by CN Express.

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and
Time them all"

Safety Rules Aren't New!

Moving stealthily through the forest, the Indian was a safe worker. This article from the *Erie Railroad Magazine* compares Indians with railroaders.

WHEN we step over a rail, rather than on it, we are following an old tradition, older than the railroads, older than our nation, and even older than the first white settlements in this country.

Centuries before the white man came, the Indian who lived in an environment in which the slightest injury was likely to prove fatal, had adopted his own safety rules, rules that his tribe regarded with religious awe as ways to avert misfortune. The first rule a child learned was to step over, not on, a log.

The Indian out hunting alone, the medicine man said, who disregarded these tribal laws would meet death. And so he would. A man with a broken bone fell prey to wolves, and a broken ankle might well be the penalty the 'spirit' of a fallen, slippery log might ask.

The Indian safety rules did not stop with the one about the log. They went on and on, and most of the child's early training centred around keeping alive in a forest, or upon a plain, where there were no first aid stations, no doctors, no hospitals, and where, in many cases, there would be no one to help him.

As he grew up a young Ojibwa, or Iroquois or Cree, learned that the rabbit was a forbidden animal, not to be eaten, caught or even touched. Had the white man not regarded that piece of Indian lore as pure superstition, our country might have grown faster. For it was not until the 20th Century that our laboratory scientists found that the wild rabbit was often the carrier of tularemia, a killing fever that has carried off hunters every year, and still affects those too careless to don rubber gloves when skinning their bag.

Indians had their safety lectures and safety meetings too. The early whites regarded the bear dances the Indians indulged in before a particularly dangerous hunt as superstition, and the victory dance after a successful hunt as so much boasting.

Modern anthropologists see the bear dances in a different light. They were not merely spiritual preparation for

the hunt, they say, but highly organized sessions to remind the hunters of the ways wounded bears might attack a hunter, and the ways the hunter could defend himself.

Those who had forgotten earlier lessons received heavy blows from the bear's claws worn by the medicine man; a dancer who received too many such would be excluded from the hunt as "marked for death" if he went hunting then.

Of course, the modern safety psychologist would call the man "marked for death" accident prone, but he, like the medicine man, has problems.

What can the men who operate the CNR learn from the Indian?

They can learn an attitude toward safety. The Indian believed the evil



spirits would settle his hash once and for all if he ever took as much as one chance.

That is something no modern civilized man could bring himself to believe. But if he could convince himself that something much more vengeful than any spirit, something no medicine man can ever tame, is watching him, he will be right.

That something that is watching him, watching everyone who works on the CNR or any other railroad, in the shops, yards and on the line is the law of averages.

It is true that you can set a hand brake without keeping a firm grip on the roof grab-iron. Many have done it.

But that is just what the evil spirit is waiting for. For today's evil spirits keep a special eye out for men working on hand brakes, and follow them about.

The man who doesn't keep a firm grip will eventually fall. And the evil spirit is likely to choose a most inconvenient time and place to give the little shove that will plummet his victim to the ground.

Another thing the evil spirit is looking for is the yard crew that isn't properly organized as a team, that isn't "clicking." One sudden start with a man working on top of a car is the punishment the evil spirit exacts for lack of proper organization.



New Book Explores Passenger Costs

Cost Data for the Management of Railroad Passenger Service, Dwight R. Ladd, 345 pages, Division of Research, Harvard Business School, Boston 63 Mass., \$4.50.

GRADUATES of the CNR's staff college will recall with some nostalgia the case of Charles Mavioli, the odd job carpenter who went into business for himself only to discover he must become familiar with cost control. They will also recall, with or without nostalgia, Professor Dwight Ladd who booby-trapped them into expressing opinions only to be met with his innocent, "Why?"

Professor Ladd has revived Mavioli in a 345-page book published this month. He has grown from a one-man proprietorship to a corporate enterprise, in fact a group of enterprises. The book is a book for railroaders and attempts to shed light on the so-called "passenger deficit".

Mavioli or railroad, the principle is the same according to the author. Mavioli solved his problem by spending more time and money on financial and operating records. In essence, Ladd advises railroad management to do the same thing although he makes no promise it will solve the problem, only bring about a better understanding of it.

Critical of the ICC passenger cost formula — "neither a reliable nor a useful management tool" — he is also unhappy about the way railroad management buries basic passenger cost data in summary accounts. Ladd wants the appropriate detail brought to the surface where it can be felt and handled.

Passenger carrying is big business by any standards and the author feels it should have a section of its own to develop cost data. He says:

"If Mr. X of the Big Three Lines wants to know how much it costs to handle mail (or passengers) at Central City, he should be able to find it out promptly He should not be in the position of having to wait until Mr. M., the comptroller, balances the importance of Mr. X's request against others."

Some may feel this latest work places one more foot on the neck of the railroads' passenger traffic department. They don't know Dwight Ladd. He has a keen eye for marketing; by profession and inclination he is also a psychologist. The chapter on "The Working Environment" indicates a sympathetic understanding of the passenger man's problem. Incidentally, a companion volume on marketing passenger transportation is now at the writing stage, authored by James E. Parks with whom Ladd was associated in the present study.

Former staff college students will be delighted with the case method approach — the CNR provides one — but this is one book they won't read

the night before and be prepared to discuss in class next morning. To those who struggle with cost control it will be a valued addition to their libraries.

Versatile Garage

(Continued from Page 9)

for all sizes and shapes of things. Everything from trucks and crossing signs to this", pointing to a blueprint on the desk.

"This is the plan for a 35mm projector case", he explained. The case was being built for use by the director of training for diesel instruction. It promised to be a beautiful box of

strong plywood complete with brass-bound corners.

A systematic cataloging of plans and procedures has been built up during the short period the outside projects have been in operation. This permits a straight production line system. Parts and plans are filed numerically for easy reference and the production route has been set up for the fastest operation from saw to paint room.

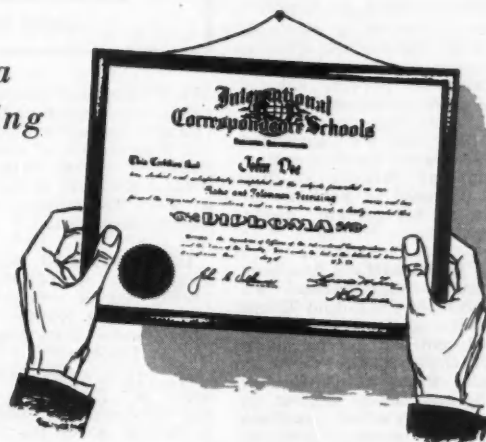
Such is the dual life of the bus garage. In the garage proper, buses are cleaned, motors torn down and rebuilt and vehicles painted. In the small back rooms is a different scene; the sound of saws, drills, hammers and the smell of sawdust. A building with a split personality.

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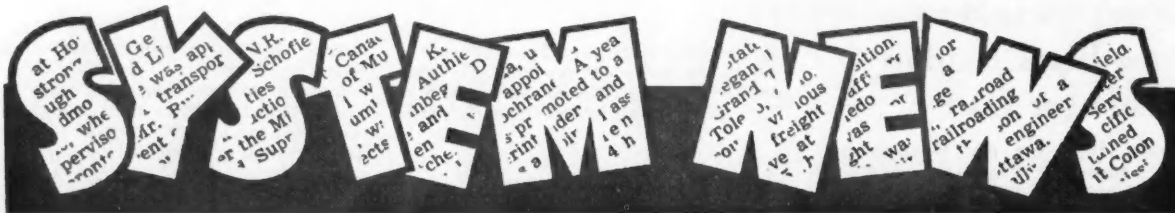
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| <input type="checkbox"/> Traffic Management | <input type="checkbox"/> Car Inspector and Air Brake |
| <input type="checkbox"/> Carmen | <input type="checkbox"/> Diesel Machinist |
| <input type="checkbox"/> Diesel Locomotive Maintainers | Other |
| <input type="checkbox"/> Diesel Locomotive Special | |
| <input type="checkbox"/> Electrical Maintainers — Diesel Electric | |

Name
Address
City Province



Railway items and pictures are invited from employees and pensioners. Such material should be sent to the Canadian National Public Relations Representative in the region in which the employee is located, and received by that representative not later than the 5th of the month for publication in the following month's issue of the Magazine.

These representatives are: D. V. Lacombe, Moncton; John C. Noel, Room 501, 129 Adelaide St. W., Toronto; J. H. Fountain, 630-5th Avenue, New York City 20, N.Y.; A. A. Monson, 105 West Adams Street, Chicago 3, Ill.; J. A. Skull, Winnipeg; G. S. Towill, Vancouver; W. A. Howard, 93 Sparks St., Ottawa; E. F. Humphries, 17-19 Cockspur St., London, S.W. 1, England.

Poetry and fiction not accepted. Death notices are confined to an obituary published on page 38.

C. G. H. BLACKWELL has been named chief clerk in the regional purchasing department office at Moncton.

Mr. Blackwell, a native of Toronto, entered the CNR as a clerk in the purchasing department there in 1925. He was made assistant buyer in 1943 and was named buyer in 1951. He was appointed senior buyer for the central region at Toronto in 1951, the position he held at the time of his present promotion.

C. K. BRADLEY has been named disbursements accountant of the Grand Trunk Western at Detroit. He entered railroad service as a mail clerk in the disbursements office at Detroit in 1923, and after serving in various clerical positions there he became clerk in charge of statistics in 1946. He was promoted to chief clerk, payrolls, in 1950.

G. C. CONNORS has been appointed supervisor of freight handling and freight claim prevention for the Atlantic region.

Mr. Connors, a native of Halifax, served with mechanical and stores firms at Halifax and Detroit before joining the CNR operating department at Halifax in 1927. He moved to the freight department in 1928 and held various positions prior to being promoted to inspector of freight claims at Moncton in 1945. He was appointed inspector of car loading in 1948.

During the Second World War, Mr. Connors was loaned to the Canadian Brotherhood of Railway Employees and

Promotions and Appointments

LISTED IN ALPHABETICAL ORDER

Other Transport Workers as special representative to Grand Division to assist in the organization of that body with its rapidly expanding membership. He is secretary of the CNR Atlantic Region Agents' Association.

C. A. DOBBINS has been appointed comptroller of United States accounts for the Canadian National Railway System, with headquarters at Detroit.

Mr. Dobbins, 44, was born in Zanesville, Ohio, and received his education in Detroit. From the Detroit Institute of Technology he acquired his Bachelor of Science degree in Business Administration, and later became a certified public accountant.

From 1935 to 1946 he was employed by the American firm of certified public accountants, Ernst and Ernst. During this time he progressed from junior accountant to senior accountant.

For the next ten years he was comptroller and assistant treasurer of the Goebel Brewing Company in Detroit. For the past year he has been employed by a large mortgage and loan organization in Detroit.

In his new capacity he will administer the accounting for Canadian National Railways' United States subsidiaries: Grand Trunk Western Railway, Central Vermont Rail-

way, and Duluth, Winnipeg and Pacific Railway.

G. A. GARLAND has been appointed buyer in the purchasing department at Halifax.

A native of Gunningsville, N.B., Mr. Garland joined the regional purchasing department at Moncton in 1942 as office boy. He advanced through various clerical positions in the department to a senior posting in 1956 and during that period gained a wide knowledge of purchasing matters.

C. M. GREGORY has been appointed electrical engineer for the western region, with headquarters at Winnipeg.

Born in South Wales, Mr. Gregory joined the CNR in 1924 as an electrician's apprentice at Transcona. He became an electrician in 1930 and in the same year was granted leave of absence to attend the University of Manitoba where he obtained a B.Sc. degree in electrical engineering. In 1935 he returned to the CNR as an electrician and served as air conditioning inspector until 1946 when he was appointed electrical inspector. He became electrical supervisor in 1950 and in the following year was appointed assistant electrical engineer.

J. M. LANNON has been appointed travelling freight agent at Grand Rapids, Mich.

Mr. Lannon joined the railway in the transportation department at Black Rock in 1924 as a messenger and progressed through various clerical positions at that point, transferring to the freight traffic department in 1944 as assistant rate clerk at Buffalo. He was named chief clerk in the office of the general agent at Saginaw, Mich., in 1946 and was appointed freight traffic representative in New York City in 1952. He transferred to Grand Rapids in the same capacity in 1954 and held that position until his present appointment.

J. A. MACDONALD has been named chief clerk in the freight office at Halifax.

Mr. MacDonald, who joined the railway in 1913, was assistant chief clerk in the Halifax port office prior to his latest promotion.

G. B. MONAGHAN has been appointed administrative assistant, personnel, of the GTW accounting department at Detroit. He began his railroad career as an office boy in the transportation department at Battle Creek in 1920 and transferred to the disbursements office at Detroit in 1942. He became wage examiner in the vice president and general manager's office in 1945.

W. E. O'TOOLE has been named freight agent at Halifax.

Mr. O'Toole entered the service in 1913, and filled various clerical positions in the freight office until his appointment as assistant freight agent in 1953. He is a veteran



C. K. Bradley



G. C. Connors



C. A. Dobbins



J. M. Lannon



G. B. Monahan



T. M. Pye



R. W. Scheel



J. F. Schouman



W. Smith



G. M. Tousaw



P. F. Walsh



N. J. Winski



D. R. Yerian

of the First World War, having served with the Canadian Expeditionary Force.

G. J. PATTERSON has been appointed regional personnel assistant at Winnipeg.

Born at Toronto, Mr. Patterson joined the railway in 1950 as a junior clerk in the mechanical department at Winnipeg. In 1951 he transferred to the employment bureau where he served as reception clerk, interviewer and assistant supervisor. He moved to Montreal in 1953 as a clerk in the personnel department and in 1954 was appointed supervisor of the employment bureau at Vancouver. Two years later he was named personnel assistant at Montreal, the post he held until his present appointment.

A. D. PRATT has been named assistant to the regional manager of public relations with headquarters at Moncton.

Mr. Pratt, formerly night editor of the Daily News in St. John's, Nfld., joined the staff of the CNR public relations department at Montreal in 1956 as a news writer, and went to Moncton in July of the same year.

T. M. PYE has been appointed general purchasing agent for the system, with headquarters at Montreal.

Mr. Pye was born in Wavertree, England, and entered the purchasing department of Canadian National Steamships at Montreal in 1920. He moved to Halifax in 1927 as assistant purchasing agent for CNSS, and in 1930 his duties were expanded to include purchasing for CN railways, steamships and hotels.

In 1939 he was appointed agent at Halifax for the Defence Purchasing Commission and a year later was made CNR purchasing agent there. From 1940 to 1946, in addition to his railway duties, he served as purchasing agent for the War Supply Board, the Department of Munitions and Supply and the Department of Reconstruction and Supply.

During this period he was also a member of the Atlantic Fuel Advisory Board and the Industrial Selection and Release Committee. In 1948 he was appointed assistant

to the vice president of purchases and stores at Montreal.

H. T. REARDON has been appointed inspector of freight claim prevention for the Atlantic region, with headquarters at Moncton.

Mr. Reardon, born at Moncton, was educated at the Moncton High School and joined the freight department of the CNR in 1940 as a freight porter. He progressed through numerous positions to freight checker in 1947, the office he held at the time of his present promotion. He is a member of the executive of the New Brunswick Council of Labor, local chairman of the Canadian Brotherhood of Railway Employees and Other Transport Workers, and has served as financial secretary and on national committees of the latter organization.

J. C. RUSSELL has been appointed agent-operator at Blackville, N.B.

Born at Tracadie, N.B., Mr. Russell joined the service as spare operator at Campbellton in 1942.

W. W. RYAN has been appointed buyer in the purchasing department at Montreal.

Mr. Ryan, a native of Montreal, brings to his new position nearly 30 years' experience in the purchasing department of the railway. In the Second World War he served with the Department of Munitions and Supply for the Federal Government. He moved to Halifax as buyer in 1952.

R. W. SCHEEL has been named revenue accountant of the Grand Trunk Western at Detroit. He began his service as a file clerk in the revenue office at Detroit in 1923. After serving in various clerical positions in the revenue department, he was promoted to travelling auditor in 1948 and to travelling accountant in the general accounts department in 1955.

J. F. SCHOUMAN has been appointed attorney for the Grand Trunk Western, with headquarters at Detroit. He graduated from the University of Michigan Law School with an LL.B. degree in 1954, and is a candidate for

the degree of Master of Business Administration, University of Detroit.

W. L. SHIRRAY has been named assistant to the vice president of purchases and stores at headquarters in Montreal.

Mr. Shirray, born in Portage la Prairie, Manitoba, entered railway service in 1926 as a junior clerk in the fuel section of the purchasing department at Winnipeg. From 1940 to 1945 he was on loan to the Federal Department of Munitions and Supply, and returned to the railway as chief clerk, again in the fuel department at Winnipeg.

He moved to Detroit in 1952 as buyer in the Grand Trunk Western Railway purchasing department. A year later he was made chief clerk in the same department and in 1956 was appointed assistant purchasing agent at Toronto.

WALTER SMITH has been appointed assistant executive representative of the CNR in Ottawa.

An RCAF veteran, Mr. Smith has travelled extensively throughout Canada during the past six years while serving as secretary to President Donald Gordon. In the same capacity he has also become familiar with the Ottawa scene and with the governmental agencies and bodies with which the CNR regularly deals. In his new position he will share the duties of A. R. MacDougall, executive representative at Ottawa.

Mr. Smith was born and educated in Montreal and joined the CNR service in December 1946 as a staff member of the public relations department. He served in this department for more than four years, until his appointment to the president's staff in 1951.

He enlisted in the RCAF in 1942 and served for three years at stations in Ontario, Quebec, the Maritimes and Newfoundland. He is a past president of the Harbour Branch, Canadian Legion, Montreal, and was also associated with the young men's section, Montreal Board of Trade. Fluently bilingual, he is an experienced public speaker.

G. M. TOUSAW has been appointed assistant purchasing agent at Toronto.

Mr. Tousaw was born at Montreal and brings to his new position 30 years' experience, most of which he gained in the Atlantic region at Halifax and Moncton. He joined the CNR as a junior clerk, moved to Halifax in 1932 and became chief clerk there in 1935. In the Second World War he served with the Department of Munitions and Supply at Halifax. He was promoted to chief clerk of the regional purchasing department at Moncton in 1952.

He is a past president of the Halifax Gyro Club and the Halifax Community Service Council and a former member of the Mayflower Curling Club and the Gorsebrook Golf Club. He is a member of the Moncton Gyro Club, Moncton Curlers' Association and of the Board of Managers of St. John's United Church.

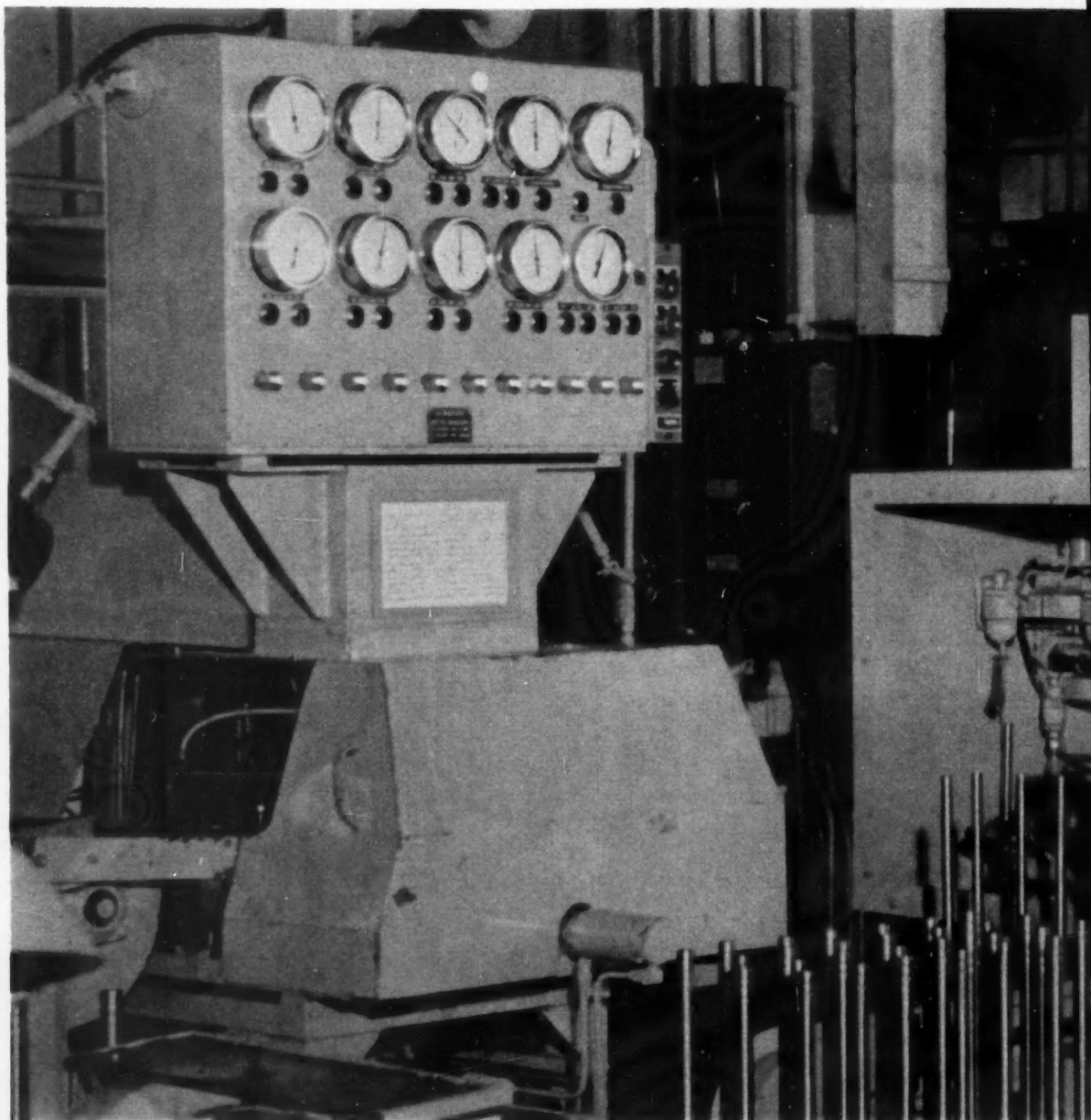
D. F. WALLER has been appointed city passenger agent at London, Ontario, succeeding N. A. B. Smith, retired.

Born in Seaforth, Ontario, Mr. Waller entered the CNR in 1924, in the Brantford city ticket office. He was transferred to the depot ticket office in that city in 1925. In 1929 he moved to Hamilton, where he remained until his return to Brantford six years later. He subsequently worked in the ticket offices in Peterborough and Windsor.

Mr. Waller went to Toronto in 1944 where he served in various capacities, following which he was appointed chief clerk to the general agent, passenger department. In 1955, he was promoted to travelling passenger agent with headquarters in Toronto, which position he held until his present appointment.

P. F. WALSH has been appointed inspector of car loading for the Atlantic region, with headquarters at Moncton.

A native of Bathurst, N.B., Mr. Walsh joined the Caraque and Gulf Shore Railway as a machinist apprentice in 1919 and a year later when it became part of the CNR he transferred to the freight



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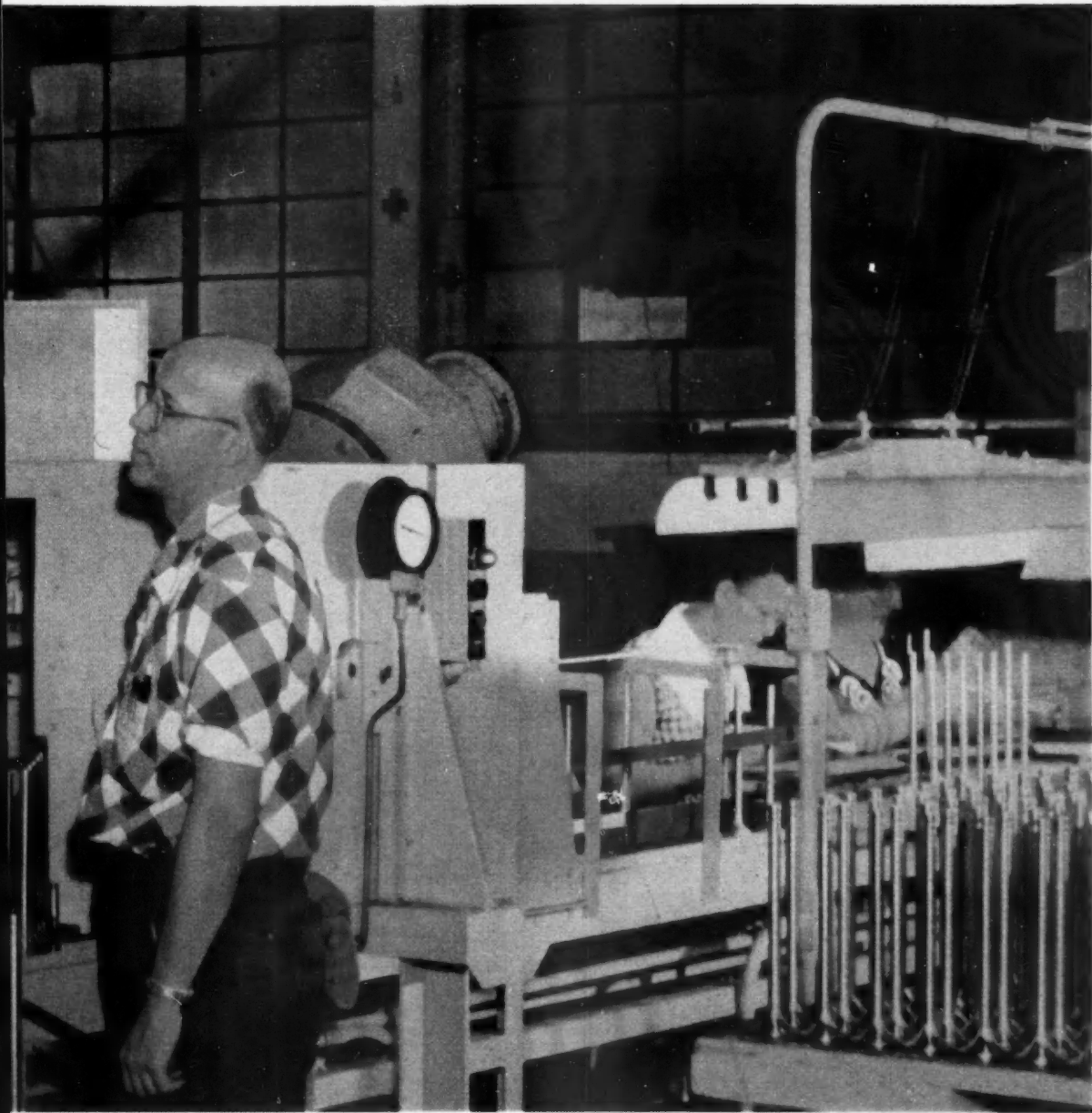
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department. He advanced through various positions in that department at Chatham, Newcastle, Dalhousie and Matapedia to inspector of freight claim prevention at Moncton in 1948.

N. J. WINSKI has been appointed auditor of general accounts of the GTW at Detroit. He entered railroad service as a clerk in the transportation department in 1928 and transferred to the accounting department in 1929. After filling various clerical positions, he was promoted to travelling account-

ant in 1949 and was named general accountant in 1955.

D. R. YERIAN has been named manager of machine methods of the Grand Trunk Western at Detroit. He began his service as a checker in the transportation department at Durand in 1923. After filling various clerical positions at Durand and Battle Creek, he was transferred to the Detroit accounting department in 1942, taking charge of the I.B.M. machine room in 1945. He has been machine methods analyst since 1955.

Around the DEPARTMENTS



SALK SHOTS—Francis A. Gaffney, vice president and general manager of the GTW, heads the advice of Dr. B. W. Stockwell, chief surgeon, and gets his Salk vaccine injections. While Nurse Muriel Pyke lends expert support, Harry Harfelder, office boy in the accounting department at Detroit, gets ready to follow the boss' example. GTW medics are urging staff members to start the series of three injections right away.



CHEQUE for \$1,945, gift of CNR employees to Montreal Children's Hospital, attracts Lilly Mata, four-year-old Eskimo girl; Gregory Miller and Nurse Elizabeth Patterson. Donation will cover annual expenses of a six-bed ward, occupied by "long term" patients.

BIG PLAY IN USA FOR CNR MOVIES

Televiewers in U.S. cities and towns from Aberdeen, Wash., to Yuma, Ariz., and 166 others in between on the alphabetical list, last year saw Canadian National films.

A total of 840 showings were made in 1956, 142 more than in 1955.

Biggest draw of the 19 films televised was "The Museum Train," which had 108 bookings. "Vacation in Jasper" was second with 92 showings and "Two Look At Canada" third with 71.

CNR films were offered over the air to 149,307,124 receiving sets in the States, this equalling a potential viewing audience of 358,332,324 people, based on a national average of viewers per set of 2.4 persons.

Showings blanketed the States from Juneau, Alaska, to Miami, Florida, from Portland, Maine, to San Francisco, from the Mexican border in the south to the Canadian border in the north, as millions of Americans saw Canada's history, natural loveliness and material progress pictured in their own living rooms through CNR color films.

CO-OP MEETINGS

Western mechanical

The 33rd annual union-management co-operative committee meeting for the CNR's western region, mechanical section, was held in Winnipeg March 6.

Under the chairmanship of H. Taylor, general superintendent of motive power and car equipment, various subjects of mutual interest to the employees and the company were discussed.

G. P. Patterson, president of the CNR Shops Crafts Federation, western region, thanked management for its part in improving working conditions at many points throughout the West during the past year, and assured the company that the Federation would continue lending its support to all projects which would be of benefit to all.

A report showed that 259 CNR shop employees in the West had attended first aid classes and successfully passed examinations during 1956. In addition, 76 shopmen had received personal instruction from supervisors of first aid. In first aid competitions, CNR teams had won most of the awards during the past year, including the Montizambert Trophy, awarded to the best first aid team in Canada, won by the motive power team at Saskatoon.

In the field of accident prevention, the Fort Rouge car department, for the

fourth consecutive year, won the Safety Award for main car shops on Canadian lines. Not to be outdone this year, the Fort Rouge motive power department took the Safety Award for main motive power shops on Canadian lines.

More than 6,300 mechanical department employees attended safety instruction classes held throughout the western region during the year, it was reported.

Other speakers at the meeting included J. R. McMillan, vice-president, western region; Dr. C. E. Mather, assistant regional medical officer; J. A. Skull, regional manager of public relations; D. W. MacCutcheon, regional safety supervisor; V. B. Newman, supervisor of fire protection; J. B. Fraser, general storekeeper; and A. McKinnon, assistant purchasing agent; and Frank Armstrong, secretary-treasurer of the CNR Shop Crafts Federation.

Western M. of W.

CNR track forces were praised by J. L. Charles, chief engineer for the CNR's western region, for their efforts during 1956 in furthering the company's five-year \$50,000,000 main line betterment program in western Canada.

Mr. Charles made his remarks as he presided at the 33rd annual meeting of the western region's union-management maintenance-of-way co-operative committee. The meeting, held in Winnipeg March 2-3, was attended by CNR senior engineering and maintenance-of-way officers on the western region and top officials of Brotherhood of Maintenance of Way Employees.

He told the meeting that the CNR had arranged for the purchase of more than four million tons of ballast to be used in the improvement program which will extend into 1962. During 1957, 80 miles of track on each of the four western districts will undergo tie replacement and be given a lift with a minimum of eight inches of improved ballast. Rail replacement will cover a total of 479 track miles.

The company's program of modernized signalling is being actively extended, Mr. Charles continued. Installation of automatic block signalling from Jasper to Hope will be progressed this year to Port Mann, with additions of centralized traffic control between Boston Bar and Port Mann. The installation of CTC on the Minaki subdivision also will be commenced this year.

Charles Smith, Winnipeg, general chairman of the Brotherhood, told the meeting that the CNR's union-management co-operative

movement has a definite place in the study of automation and its effect. "We will not accept the idea," Mr. Smith declared, "that management is only interested in buying mechanical equipment as a means of depriving maintenance of way employees of their livelihood. We do believe that improved methods of performing work, one of the original items for discussion by the movement, also mean training employees to enable the full benefit of automation to be secured, both for employees and management."

Other speakers at the meeting were F. P. Donovan, vice-president, and W. Aspinall, retired vice-president of the Brotherhood; Frank H. Keefe, general manager; G. C. Norman, assistant freight traffic manager; Dr. Emmet Dwyer, regional medical officer; J. B. Fraser, general storekeeper; D. W. MacCutcheon, regional safety supervisor; and V. B. Newman, supervisor of fire protection.

G.T.W.

Friendly relationships between Grand Trunk Western workers and management were aided by the regional co-operative meeting held in Battle Creek.

Among those attending the meeting were Ralph A. Mauk, railroad industrial inspector, Department of Labor, State of Michigan; F. Arnold, transportation department trainee; O. W. Smith, supervisor of safety; J. Duffin, traveling representative, System Federation No. 92; G. Gates, general chairman of the machinists; C. Neubaum, general chairman of the boilermakers; S. Cope, general chairman of the electricians; H. Scaife, general chairman of the firemen and oilers; D. Appleford, general chairman, sheet metal workers; A. Yurisich, chairman of the Battle Creek Shops Co-operative Committee, and G. Rowe, chairman of the Port Huron Car Shops Co-operative Committee.

ATLANTIC REGION TOPS IN SAFETY

The Atlantic region has won the 1956 safety championship of the entire CNR system. It is the first time that the Atlantic region has won the award.

Within the region, the divisional award for the smallest number of lost-time employee accidents was won by the New Glasgow division, and in the Newfoundland district, the sleeping and dining car department won the system departmental award with a low accident frequency rate of 3.8, the nearest competitor having a rate of 11.1.

The Moncton car shops

also had a fine showing in the safety field, with a frequency rate of 2.7, but lost a close race to the Fort Rouge shops, who scored a rate of 2.0. (Accident frequency rate is based on the number of lost-time accidents per million man-hours.)

As a result of the industrial safety program in the Atlantic region, since 1945 there has been a drop of 70 per cent in the number of lost-time accidents. Safety instructor for the region is Donald W. Kyle of Moncton.

READY FOR BIG YEAR

Jasper Park Lodge will open this year on June 9 and another banner season is anticipated.

Both individual and convention bookings at the lovely Canadian Rockies resort in Jasper National Park have maintained the level of previous seasons. In June the Lodge will be host to the Dominion Brewers' Association, the Investment Dealers' Association, Manufacturers' Life Insurance Co., Western Association of Broadcasters, Canada Life Assurance Co., the Canadian Gas Association and the Canadian Institute of Plumbing and Heating.

Other groups will meet at the Lodge during July, August and September, the Canadian Construction Association closing out the season with its convention from September 12 to 15.

The annual Totem Pole Golf Tournament which last year saw Erv Parent of Seattle and Canada's peerless woman champion, Marlene Stewart, win the trophies, will be held from September 1 to 7 inclusive.

The Lodge's heated swimming pool, on the shore of Lac Beauvert, has since last season been greatly improved with new, modern decking, a sheltering canopy and a glass-enclosed section installed. Exterior walls have been renewed in stone and stucco, new light standards added and mechanical equipment replaced. Shower and locker rooms have been improved.

DISCUSSIONIST

Charles Radig, travelling freight agent for the Canadian National at Buffalo, was a panelist at the February 18th meeting of the Traffic Club of Syracuse in a symposium discussion of the subject: "Should Transportation Agencies subject to regulation have greater freedom in rate making?"

ELECTED DIRECTOR

F. S. Benoliel has been elected a director of the Philadelphia Passenger Association.

Mr. Benoliel is general agent for the CNR passenger department in Philadelphia.



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PRESIDENT DONALD GORDON saw at first hand how freight handling in the Edmonton yards has been speeded up by a newly-installed two-way radio telephone system, linking all diesel switchers in the Edmonton area with yard offices at Clover Bar and Calder as well as the city yard and general yardmaster's office. With the president in the engine cab are A. W. Linda, (left) locomotive engineer, and J. Pearce, switch foreman.



EDMONTON OLD-TIMERS were hosts to the president at a special meeting of the CNR Veterans Association. From left: William Angus, past president; J. O. Witherell, president; George Ware, secretary; S. O. Nicholson, who presided at the meeting. On a wide swing over western lines, Mr. Gordon also visited Vancouver, Victoria, Kitimat, Prince Rupert, Prince George, Calgary, Saskatoon, Regina and Winnipeg.

FORT ROUGE MEN HELP ONE OF THE GANG

NEWS ITEM: The Fort Rouge car department had an accident in January.

This is a rare occurrence in view of the department's enviable safety record. For four years, the accident rating has been very low and the Fort Rouge shops have been honored with the presentation of a plaque emblematic of the lowest frequency rate on the system.

An accident occurring in the first month of the year was something to view with the gravest concern. A more concerted effort for the rest of the year now would be required to keep the rating to the low figure achieved in the past.

The coach shop, where the accident occurred, had a record of 1365 days without a lost time injury. There was immediate consternation among the men. To have one of the "gang" involved in such an affair was a sad blow. No longer could they point to the safety board with unreserved pride. They had begun the year with an accident in which the victim, having sustained a fracture to the upper left limb, required a cast and hospital treatment for one week.

The immediate reaction was against the man who had caused the accident by allowing a door to drop on the victim. Had he used every precaution? Had he taken proper care to advise those around him that he was dismantling that item? The poor fellow was in a bad way. He was responsible for breaking the safety record. It would take years to achieve such a record again. He became an outcast. Men, just as children, can be very tough with one of their own gang.

To make matters worse, it was learned that the victim

would not be covered by compensation, medical or hospitalization benefits. Consequently something had to be done as quickly as possible, since hospital and medical charges come high these days, and the poor victim would never be able to pay. He was a good fellow and everyone liked him. The boys in the shop rallied to his support by starting a fund. They placed a sign over a large can asking for donations. . . "This is one of our gang, we'll have to look out for him. So let's all give."

To summarize the facts: The sum of \$15 was raised by dimes and quarters to pay for a veterinarian, X-rays and the setting of the left hind leg of an *Alley Cat* who had been making his home in the coach shop.

Just one of the "gang" who needed help from a bunch of tough railway men, and got it.

GTW BRAKEMAN APPOINTED CAVALIER

L. O. Williams, passenger brakeman on the Grand Trunk Western, Detroit, is the newest Cavalier to be appointed to the Court of Courtesy by Francis A. Gaffney, vice president and general manager.

In awarding the Cavalier of Courtesy certificate, Mr. Gaffney said that Brakeman Williams has been doing an exceptional job for years and has been outstanding in his consideration for the old and infirm on his trains, as well as for women burdened with the care of infants or small children. "Just last week, on Train 21, one of our officers who was riding that train observed a blind man detraining at Pontiac," Mr. Gaffney said. "Mr. Williams was very careful in guiding him down the coach steps and to the stepping box, afterwards directing him through the

crowds of passengers waiting to board the train. While it is something we would expect any passenger brakeman to do, the manner in which Mr. Williams handled the situation brought to mind the fact that he has for years been doing an exceptional job."



L. O. Williams

TORONTO WELCOMES DIESELIZED MAPLE LEAF

The first international passenger train in CNR service to be hauled by a diesel locomotive, the "Maple Leaf", rolled into Toronto Union Station on March 4, from Chicago, to be welcomed by the United States Consul General and a smiling "Miss Maple Leaf."

At the head end of the crack day train were engine units bearing the markings of the Grand Trunk Western. The run from Chicago follows the dieselization of trains between Toronto and Montreal.

As the green and gold locomotive rolled to a stop at the end of its 500-mile run, the train crew was greeted by Consul General Ivan B. White; M. E. Doke, passenger traffic manager; and

E. H. Locke, general superintendent.

"Miss Maple Leaf," Lorraine Chorny of the CN Telegraphs, Toronto, presented locomotive engineer John Rylott with a scroll commemorating the historic run.

In ancient script, the document read: "Know all men by these presents that Engineer John Thomas Rylott on this Fourth Day of March in the Year of Our Lord One Thousand Nine Hundred and Fifty-Seven was in person at the controls of the first diesel-powered train in Canadian National Railways' international service when on said date he did bring into Toronto, Canada the 'Maple Leaf' from Chicago, United States of America."



MISS MAPLE LEAF, in private life CNT stenographer Lorraine Chorny of Toronto, at the head-end of the "Maple Leaf," on the Chicago-Toronto run. She is holding scroll presented to Engineer John Rylott.

The route of the "Maple Leaf" follows the early trails of pioneers like La Salle and Tecumseh. It has historical associations with the first automobile plants of Illinois, Indiana and Michigan. With these three states and the Province of Ontario, it cuts through America's greatest concentration of industrial power.

CHICAGO CREDIT UNION ELECTS OFFICERS

At the annual meeting of the Grand Trunk Employees Credit Union of Chicago, the following officers were elected: Raymond D. Zuest, freight rate department, president; Frank H. Gaddy, freight traffic department, vice president; Dolores Skadell, freight traffic department, secretary, and Richard J. Moreau, freight traffic department, treasurer. These officers also serve as directors of the credit union.

Other directors elected were: Marjorie Kay, foreign freight department; Chester J. Zulaski, transportation department; John Brown, local freight office; William F. Herndobler, local freight office, and Henry Sanders, freight rate department.

F. A. GAFFNEY PRESIDES AT MICHIGAN SEMINAR

"The railroads must continue to make use of technological advances to improve their operation and keep pace with industrial progress as a whole," Francis A. Gaffney, vice president and general manager of the Grand Trunk Western Railroad, Detroit, said in opening the Third Michigan Management Seminar in Ann Arbor.

Mr. Gaffney presided at the first of two sessions held at the University of Michigan under the sponsorship of the Transportation Institute of the University and the Michigan Railroads Association, with the cooperation of the Association of American Railroads. Various aspects of "Railroads — Their Future" were discussed at the two-day meeting by a group of 77 railroad officials, industrial transportation leaders and traffic managers.

VETERANS NAME EXECUTIVE AT OTTAWA

The Canadian National Railways War Veterans' Association, Ottawa branch, have named D. R. Fraser as president for 1957.

Also elected were J. Cadieux, 1st vice president; G. Sutherland, 2nd vice president; J. S. Partington, secretary; A. Liuzzo, treasurer, and T. V. Gibson, sergeant-at-arms.

ROYAL CONGRATULATIONS ON 104TH BIRTHDAY

A message from Her Majesty the Queen was among expressions of good wishes received by Mrs. Delphine Auger of Eel River, N.B., who observed her 104th birthday in February.

Mrs. Auger, whose husband and four sons worked with the Canadian National, has seen during her long lifetime the development of railroad in eastern Canada right from its pioneer days. Her

facilities unimpaired despite her great age, she remembers perfectly the replacement of the stage coaches by the first wood-burning locomotives and primitive railway cars.

Among her close friends she numbers Robert B. Graham, assistant general manager of the Atlantic Region, who was one of the first to offer felicitations.

R. B. THOMAS SPEAKS IN PITTSBURGH

Robert B. Thomas, special representative of the Canadian National's research and development department at New York was guest speaker at the Traffic Forum meeting in Pittsburgh. The Traffic Forum is a group of senior traffic men in the Pittsburgh area. Mr. Thomas' talk had particular application to the type of work done by his department in the United States.



Geraldine Carpenter photo
Scoutmaster Alex Fleming

ALEX FLEMING GIVEN SCOUT MEDAL OF MERIT

Alex Fleming, plan clerk in the office of the chief architect at Montreal, has been awarded the Medal of Merit for his work on behalf of the Boy Scouts. The medal came from Governor General Vincent Massey, and was presented by Earle T. Moore, president of the metropolitan commission of the Boy Scouts.

Mr. Fleming has been interested in scouting since 1923, and is Scoutmaster of the Springfield Park Troop.

Another honor fell his way during March when he was selected bandmaster of the Royal Montreal Regiment band. Coincidentally, he was taking the place of the retiring bandmaster, Tommy Jackson, a CNR pensioner.

HUFSMITH RINK WINS REGIONAL CURLING TITLE

A rink from Saskatoon, skipped by Roy Hufsmith, won the Johnston Cup at the western regional curling bonspiel held at Saskatoon in February. The McPherson Trophy was won by Neil Swanson's Winnipeg rink.

The two-day event attracted 128 rinks, a record high



Saskatoon Star-Phoenix photo

MAIN EVENT CHAMPS—Roy Hufsmith (left) and his Saskatoon rink, winners of the Johnston event in the CNR curling bonspiel at Saskatoon. From left: Roy Hackl (third); Dave Scott, (second); Ken Hirst, (lead).

for the bonspiel's three years of competition.

Action in what has become one of the world's largest bonspiels started at 8 a.m. on Saturday, Feb. 16, and the finals were run off by 2 p.m. the following afternoon.

Hufsmith defeated Jimmy Hogg of Winnipeg 11-8 in the final of the main event. The home-town team piled up a 6-2 lead at the end of the fifth, but the Winnipeggers bounced back to square the match with a four-ender. Then Hufsmith rallied to score two on the seventh and eighth and put it on ice.

Curling with Hufsmith were Roy Hackl, Dave Scott and Ken Hirst. Hogg's rink was made up of Mike Fosty, John Grabeldinger and Alf Broughton.

Hufsmith reached the finals by defeating the Del Seavy rink from Saskatoon, skipped by Chic Hazell, with Seavy at third, Ed Smith, second and Doug Worby at lead. L. Sheppard, North Battleford, lost to Hogg going into the finals. He was supported by J. Taylor, J. Blair and L. Thompson.

In the McPherson final, the Winnipeggers beat Alex Clarke of Saskatoon 9-7, a three-ender on the eighth end being the turning point. The Swanson-skipped team was manned by Phil Belle-

feuille, John Kindret and Joe Marks. Ed Hill, Jim Griffith and B. Wilson curled with Clarke for the losers.

To reach the final, the Swanson rink beat off the challenge of a squad from North Battleford skipped by A. Scragill, with G. McKinnon, third; R. Sack, second and A. Geisbrecht, lead. Clarke's rink reached the final round by beating the Smith foursome from Regina, with E. J. Smith, skip; A. R. Erickson, third; F. Forsythe, second and J. Kochanuk, lead.

At a banquet, following the bonspiel, 500 curlers and guests were entertained.

Ray Rochon, bonspiel chairman, acted as MC. Prizes to the winning rinks in the Johnston event were presented by O. E. Berringer, general superintendent, while A. F. Berry, general superintendent of transportation, did the honors for the McPherson event winners.

Among those who spoke briefly were W. S. Moxham, superintendent, Saskatoon division; W. B. Frame, superintendent, Regina division; Jim Robinson of Edmonton; Ernie Thompson, president, CNR Saskatoon Curling Club; Bob Sneddon, committee member. Ernie Brown, bonspiel secretary, and Bill McKenzie, drawmaster.



Saskatoon Star-Phoenix photo

MCPHERSON TROPHY WINNERS—The Winnipeg contingent who took the spoils in the secondary event. From left: Neil Swanson, (skip); Phil Bellefeuille, (third); John Kindret, (second); Joe Marks, (lead).



Moncton Daily Times & Transcript photo

HUGH REARDON (right) was honored by the staff of the Moncton freight shed following his promotion to the post of regional inspector of freight claim prevention. He is seen being presented with a wrist-watch and a pen and pencil set by **J. Crandall**, foreman. At centre is **A. B. Stiles**.



HOT DOGS—Resting their "footsies" at the CNR Vancouver Police Association's annual dance are, from left: Constable Bert Benjamin, vice president of the association; Mrs. Benjamin; Mrs. Larry MacIntosh and Constable Larry MacIntosh, president. The dance attracted 800, proceeds being devoted to worthy efforts sponsored by the "boys in blue."



LONG DISTANCE TALKER from his own hobby room is Locomotive Engineer **Eric Kirby**. He built the radio himself, spans the world with it.

ENGINEMAN IS RADIO "HAM"

Eric Kirby, who earns his keep nursing the controls of CNR locomotives in and out of Brockville, will have a big jump on his fellow throttle-jugglers when the CNR gets two-way radio in all the diesel cabs.

Mr. Kirby uses up much of his spare time at the microphone of **VE3AM**, his ama-

teur radio station, which is one of several transmitter-receivers he has built since he got interested back in 1932.

Now he talks to other amateurs all around the world, and, when he "works" a new ham, he sends him his card, which bears his station call letters printed over a picture of Canadian National road diesel 9000.

SILVER CROSS AWARDED TO GTW EMPLOYEE

Lowell V. Daly, tinsmith helper in the Grand Trunk Western car shops at Port Huron, has been presented with the Silver Cross awarded by the Episcopal Bishop of Michigan for 59 years of service to the Church. He served for two years as lay reader and for ten years as superintendent of the church school. He also served on the vestry for seven years, during which time he aided in the missionary work of the church. He has sung in the choir for 45 years and has been choir director for the last few years.

INSURANCE ASSOCIATION MEETS AT MONCTON

Nearly 50 officers of the Canadian Government Railways Employees' Relief and Insurance Association from Halifax and Sydney west to Winnipeg attended the 68th General Annual Meeting of the organization at Moncton.

The representatives, all employees of the Canadian National, included **C. L. Stevens**, president, **R. J. McLellan**, vice-president, **A. W. Snarr**, secretary-treasurer, **R. R. J. Brown**, chief medical adviser, and **H. J. Keith**, auditor, all of Moncton.

EDSON STAFFERS HONOR ASSOCIATES

Jim Cameron and **Al Boggs** were honored by their fellow employees at Edson, Alta., before they left to take up new positions.

Mr. Cameron has been appointed chief dispatcher at Edmonton, and Mr. Boggs named transportation assistant at Saskatoon.

Both were presented with mantel clocks, the presentations being made by **N. T. Walton**, superintendent.



REPRESENTING CANADA at championship table-tennis matches at Copenhagen, Sweden, was **Yvon Barrette**, general car accounts, Montreal. He's rated Canada's best.

HIGHBALL FREIGHT

Mr. George Horton, traffic manager of the Bechtel Corporation of San Francisco,

may not have been an admirer of the railroads' freight services before last December, but he is now.

When a pumping station of the Trans-Mountain Pipe Line at Jasper, Alta., burned to the ground, a fast replacement job was called for, what with an international oil shortage plaguing the consumers.

The Bechtel Company ordered a new pumping machine from Nordberg Mfg. Co. at St. Louis, Mo., and arranged to have it sent to Jasper by special train, routed via NKP-CMS&P DWP-CNR.

The pumper left St. Louis at 8.25 a.m., Dec. 6, was delivered to the CMS&P at Humrich, Ill., at 2.35 p.m. the same day; arrived Duluth 10 a.m. Dec. 7; left an hour later and was on its way out of Winnipeg at 12.01 a.m. Dec. 8. Even with a two-hour delay east of Biggar because of a train wreck, the shipment was delivered at Jasper at 4.05 a.m. Dec. 9.

Mr. Horton after getting the pumper on the way at St. Louis, decided to ride the special train from Duluth to Jasper. He flew from St. Louis to Minneapolis.

He stayed overnight at Minneapolis, figuring that he had plenty of time to catch up with the train at Duluth, but when he was ready to leave Minneapolis, he was informed that the special which arrived at Duluth 13 hours ahead of schedule, had already left for Winnipeg.

So Mr. Horton went by air to Edmonton, waited for the train to catch up with him, and rode the caboose to Jasper.

A little tired with all this tearing around, he snoozed off, but was awakened by the conductor and asked if he would like a cup of coffee.

He drank the brew enthusiastically, and, as he tells it, had no trouble staying awake for the rest of the trip. Caboose coffee, said Mr. Horton, appears to be made of one cup of coffee to one cup of water.

So he was pleased with both the coffee and the service, and said he'll never again underestimate the speed of CNR-DWP handling of his company's freight.

J. G. COTE MOVES TO MONTREAL

Jean G. Cote, interviewer in the personnel department at Edmonton, has been transferred to the company's Montreal personnel office.

The tempo of the Canadian National's diesel educational program was increased in 1956 as total enrolment in part-time courses reached a new high of 2,724 employees at the end of the year.

BIG PIPE LAYING JOB IS UNDERWAY

The biggest job of pipe laying ever attempted in the Maritime provinces is in full swing near this new mining centre in the interior of New Brunswick.

The giant pipes are 12 feet in diameter and more than 200 feet long, and two of them are being used to contain the waters of the Little Tomogonops River where it will flow beneath the new CNR line now being constructed to run 23 miles from Heath Steele to Bartibog.

The pipes, actually culverts, are trucked to the isolated location over the newly-built roadbed of the line.

So big are the assembled culverts that men working inside them have to use scaffolding to reach the top.

The big construction job is under the supervision of CNR engineers, headed by R. K. DeLong of Moncton, construction engineer on the new line.

BE THANKFUL WHEN YOUR TRAIN IS LATE!

Displays of temper by rail travellers who are delayed by such hazards as train derailments or mountain slides are uncalled for, chides the Saskatoon WESTERN PRODUCER.

On the contrary, says the newspaper, such occasions demand admiration for the work of the wreck crews who remedy these mishaps. "Because many incidents

such as those mentioned usually take place in the vilest of weather, the job done by the wreck crews of our railways is that much more commendable. That is why, the next time there is a delay, we should keep in mind the fact that there is a willing gang of experienced and capable men 'down the line' clearing things up and that is why a feeling of thankfulness should take the place of the old feeling of impatience."

"CARSON" KEEPS VITAL SEA TRAFFIC MOVING

The CNR ferry "William Carson", designed by her builders to withstand the rigors of the ice-choked Cabot Strait between Newfoundland and Cape Breton, proved this winter how extremely well she is fitted for that job.

Recent events have shown that had it not been for the "Carson", shipping in and out of Newfoundland, badly disrupted by the Arctic ice pack, would have been at almost a complete standstill.

Not only did the 8,000-ton ferry cut channels for shipping jammed in the ice off Nova Scotia, on three occasions it rescued the regular icebreakers whose job it is to keep the winter sea lane open.

The "Saurel", jammed once in the Gulf of St. Lawrence and again near Sydney, was both times freed by the "Carson". So was the Arctic research ship "Baffin", ice-locked while attempting to aid shipping in the Cabot Strait.

NAME	OCCUPATION	LOCATION	YEARS SERVICE
Decourcy, J. J. C. R.	Locomotive Fireman	Chauvigny	27
Downey, J. B.	Inside Hostler	Cochrane	21
Dunphy, B.	Patrol Sergeant	Montreal	32
Erasmuson, J. Ernest, C.	Perishable Frt. Chekr. Locomotive Engineer	Toronto Prince Albert	41 35
Fedorchuk, S.	Sectionman	Sioux Lookout	29
Figaby, F. A.	Clerk	Montreal	32
Fitpatrick, Miss A. M.	Stenographer	Montreal	48
Fordham, G. T.	Crossing Watchman	Ingersoll	39
Foster, H.	Sectionman	Ingelow	24
Franchuk, W.	Stat. Fireman	Fort Rouge	36
George, R. H.	Conductor	Cochrane	37
Germain, I. C.	Agent	Noranda	45
Gibbons, J. A.	Car Service Clerk	Leaside	39
Gibson, J. J.	Machinist	Halifax	45
Gibson, R. B.	Carman	Transcona	34
Gilbert, J. R.	Sectionman	Cochrane	22
Girard, J. W.	Lineman	Montreal	43
Girouard, J. E.	Carman's Helper	Ottawa	39
Godard, J. C.	Section Foreman	Petrel	38
Gorrings, W. F.	Coach Carman	London	37
Gray, R. D. P.	Chief Despatcher	Montreal	40
Groom, G. H.	L.H. Machinist	Montreal	46
Hall, J. W.	Locomotive Engineer	New Carlisle	43
Harrison, H. L.	Asst. Foreman	Newcastle	33
Harrison, N.	Machinist	Montreal	40
Hibberd, H.	Asst. Foreman	Fort Rouge	31
Holloway, B.	Sec. Foreman	Port Blandford	42
Hubert, G. E.	Machinist	St. Thomas	36
Huot, J. O.	Carman	Sherbrooke	37
James, M. E.	Sectionman	Woodstock	34
Jeffery, E.	Carman	Edson	33
Jesseman, E. S.	Clerk	Toronto	43
Kacior, J.	Sectionman	Weyburn	20
Kacior, J. A.	Section Foreman	Scott	33
Kasovsky, S.	Carman	Montreal	39
Keck, W.	Conductor	Vancouver Island	38
Kellaway, J.	Yard Helper	Fort Erie	45
Kemp, H. A.	Elect. Engineer	Winnipeg	41
Kobylyuk, N.	Section Foreman	Delburne	41
Laidlaw, R. J.	L.H. Carman	Fairview	42
Lambert, J. L.	Sectionman	Princeville	33
Lapointe, W.	Conductor	Montreal	38
LaRoche, W. T.	Storeman	Fort Rouge	38
Lavallee, J.	Foreman	Point St. Charles	36
Lavery, J. B.	Watchman	Winnipeg	36
Lewis, E.	Brakeman	St. John's	37
Lindberg, J. E.	Boilermaker	Sioux Lookout	26
Lobban, C. C.	Chief Steward	Vancouver	30
Lovie, C. H.	Group Supr.	Winnipeg	36
Machin, R. E.	Painter	Calder	37
Martyn, D. E.	Asst. Foreman	Jasper	37
McAllister, J. W.	Gen. Yardmaster	Detroit	37
McCaun, G. H.	Machinist Helper	Montreal	40
McIntyre, A. E.	Electrician	Stratford	40
McKenzie, R.	Locomotive Engineer	Edson	26
McKinnon, D. J.	Vehicle Despatcher	Toronto	42
McLean, C. S.	Supr. Car Asgmts.	Montreal	41
Melnyk, N.	Section Foreman	Lynn Lake	38
Moad, M. J.	Clerk	Toronto	37
Penney, J. J.	Locomotive Engineer	Humbermouth	34
Perrier, A.	Sectionman	Michichi	34
Phillips, W.	Warehouseman	Montreal	34
Pidlusny, S.	Section Foreman	Lakehead	41
Portlock, R.	Boilermaker	Transcona	36
Potter, H. W.	Asst. Foreman	Montreal	47
Poulin, J. J. M. A.	Despatcher	Montreal	45
Powell, C. S.	Conductor	Hamilton	43
Prutkow, C.	Section Foreman	Gillam	26
Rafael, S.	Service Supr.	Montreal	40
Robinson, Miss M. L.	Morse Opr.	Halifax	17
Rodger, J.	Train Baggageman	Toronto-London	25
Rose, H.	Section Foreman	Agincourt	39
Rosumak, F.	Carman	Transcona	32
Rowe, T. L.	Crossing Watchman	Port Credit	32
Roy, A. V.	Maintainer	Napanee	37
St. Germain, J. F. H.	Sectionman	Sudbury	38
Saurette, J. O. A.	Conductor	Montreal	37
Savard, J. A.	Yard Foreman	Montreal	37
Sciberras, P. L. S.	Hammersmith Helper	Transcona	36
Scott, T. W.	Sectionman	Allamont	32
Shaw, J.	Firebuilder	Brandon	46
Shichkuna, W. A.	Morse Telep. Oper.	St. Catharines	44
Sorocki, W.	Section Foreman	Candiac	43
Spasyk, M.	Trucker	Montreal	37
Spence, J. M.	Engine Tester	Montreal	45
Stainton, W. C.	Chief Rate Clerk	Toronto	44
Starcewaki, S.	Sectionman	Winnipeg Terminals	24
Stewart, H. M.	Locomotive Engineer	Transcona	37
Strong, H.	Carman	Clareville	27
Szpytko, S.	Sectionman	Kamloops Jct.	36
Thibodeau, J. R.	L.H. Machinist	Limolou	36
Thompson, R.	Supt. Dock Yard	St. John's	37
Tomlin, H.	Locomotive Engineer	Nor. Ont. Dist.	45
Torrance, T.	Carman	Calder	25
Tremblay, T.	Machinist	Chauvigny	28
Underwood, H.	Gen. Yardmaster	Detroit	34
Valley, J. O.	Section Foreman	Emo	34
Virtue, C. A.	Locomotive Engineer	Nor. Ont. Dist.	44
Wahlstrom, S. R.	Lineman	Portage La Prairie	37
Wales, D. C.	Field Engr.	Detroit	43
Walker, G. F.	Brakeman	Hamilton	36
Walsh, J. J.	Checker	Montreal	35
Walsh, M. A.	Brakeman	Nor. Ont. Dist.	32
Walton, L. G.	Police Sergeant	Brockville	35
Wareham, W. C.	Locomotive Engineer	Sarnia	44
Waydanic, W.	Sectionman	Wainwright	28
Welch, W. T.	Porter	Montreal	28
Willerton, W.	Chief Steward	Halifax	46
Wilson, C. W.	Locomotive Engineer	Nor. Ont. Dist.	36
Wilson, T. H.	Locomotive Engineer	Fort Rouge	22
Wilson, W.	L.H. Co. Carman	London	37
Witczarski, R.	Sectionman	Grandview	20
Wood, E. L.	Machinist Helper	Toronto	26
Yakymyszyn, J.	Sectionman	Saskatoon	28

This month's ROLL of HONOR

The following Veteran Railroaders have retired on pension

NAME	OCCUPATION	LOCATION	YEARS SERVICE
Antoniuk, G.	Section Foreman	St. Vital	42
Armstrong, W. H.	Coal Dock Foreman	Sturgis	35
Austin, N.	Conductor	Nor. Ont. Dist.	40
Bald, W. R.	Accountant	St. Catharines	43
Barette, A. M. E.	Yardmaster	Laird	41
Barron, J. M.	L.H. Cl. Labourer	Toronto	36
Bett, V. R.	Locomotive Engineer	Fort Erie	29
Beaton, D.	Asst. Money Clerk	Montreal	30
Beauchamp, E. A.	Carman	Ottawa	34
Bell, E. J.	Freight Checker	Coaticook	39
Bertrand, E.	Sectionman	Sudbury	36
Bennett, C. I.	Crossing Watchman	Montreal	43
Bible, G. H.	Conductor	Port Arthur	34
Blanchette, J. F. D.	Sectionman	Bilodeau	19
Bleasdale, E.	Machinist Helper	Montreal	31
Bourassa, J. E.	Conductor	Quebec	44
Bowler, W. R.	Operator	Orient Bay	39
Breakall, L. M.	Yardman	Brockville	21
Briggs, D. G.	Office Engineer	St. Albans	36
Brown, F. W.	Clerk	Montreal	34
Burdanuk, G.	Section Foreman	Gilbert Plains	38
Burnett, D.	Storeman	Fort Rouge	24
Carmichael, W. O.	Conductor	Lindsay	24
Carriere, J. A.	Labourer	Montreal	19
Charlebois, V. J. L.	Freight Painter	Montreal	32
Chase, F. J.	Conductor	Saskatoon	38
Chelada, A.	Night Watchman	Fort Rouge	22
Clark, M. D.	E. G. Foreman	Hudson Bay	31
Coughlan, W.	Section Foreman	Rosburn	36
Cournoyer, J. E. N.	General Clerk	Montreal	40
Cross, H. M. M.	Group Supr.	Winnipeg	41
Cruikshank, J. O.	Switchman	Winnipeg Terminals	37
Dalmas, A.	Labourer	Fort Rouge	29
Daroch, R.	Carpenter	Windsor	18
Dattoro, D.	Sectionman	Brantford	31

Ex-Employees granted annuities under the provision of the United States Railroad Retirement Act

NAME	OCCUPATION	LOCATION
Baldwin, M. C.	Chief Clerk	Durand
Barajas, J. C.	Track Laborer	Chicago
Clark, E. F.	Yard Foreman	Pontiac
Dennis, G. D.	Machinist	Battle Creek Shops
Dunton, L. A.		Battle Creek
Durham, R. F.	Ashpitman	Chicago
Harrington, O. W.	Car Inspector	Durand
Hugener, A. J.	Locomotive Engineer	Detroit
Kamp, P.	Section Foreman	Muskegon
Kay, G. W.	Dispatcher	Battle Creek
Keating, S. A.	Conductor	Virginia
McCurdy, W. A.	Locomotive Engineer	Battle Creek
Melms, W. J.	Eng. Dispatcher	Port Huron
Miller, G. R.	Chief Clerk	Battle Creek
Miloskovich, J.	Car Inspector	Detroit
Moore, A. E.	Sec. Laborer	Blue Island
Morash, J. D.	Gang Foreman	Port Huron Car Shop
Person, J. B.	Coach Foreman	Port Huron
Riddle, J. C.	Car Inspector	Harvey
Sandoe, K. F.	Brakeman	South Bend Subdivision
Slama, A. J.	Janitor	Durand
Szydlowski, J.	Trucker	Port Huron
Tiffany, D. L.	Clerk	Durand
Turley, R. E.	Day Chief Operator	Battle Creek
Venne, E. J.	Engineer	Duluth
Wilson, F. O.	Tinsmith	Port Huron

At the End of the Run



PAT SHEPARD, closing out half a century of service on the Central Vermont, receives parting gift of B. of R.T. From left: A. C. Hurlburt, legislative representative; W. I. Paquette, vice president; Mr. Shepard; H. W. Reed, president of Green Mountain Lodge No. 535; C. E. Dixon, state legislative representative; A. H. Deso, secretary treasurer.

Pat Shepard

Fifty years of railroading was behind A. B. "Pat" Shepard, Central Vermont switchtender, when he retired in February.

He was guest of honor at a dinner given by his fellow members of the B. of R.T., at which he was given a wallet and money, the presentation being made by H. W. Reed, president of Green Mountain Lodge No. 535.

Mr. Shepard also received a 50-year pass from Donald M. Kerr, general manager of the CV, and a personal letter of congratulation from President Donald Gordon. Guests at the dinner included John E. Simpson, superintendent, and John D. Hogan, general yardmaster.

Mr. Shepard entered service in 1906 as a clerk in the auditing department at St. Albans and transferred to the machine shop in 1909. He became a main line brakeman in 1910 and in 1913 lost

a leg during switching movements at Swanton, Vt. He resumed work in 1914 as a switchtender and continued in that capacity until his retirement.

Jeffrey Lockhart

More than half a century of active service, spanning the great years of Canadian railroad development, is the record of Jeffrey Lockhart, who retired at the end of March as assistant to the vice-president and general manager of the Atlantic region.

Born in Moncton, Mr. Lockhart joined the railway in 1907 as a messenger, and rose rapidly through various positions, being appointed secretary of the insurance and provident fund in 1911.

During the First World War he served overseas with the 65th battery, R.C.A., returning to the railway in 1919. In 1923 he was made secretary to the general superintendent, in 1924 secre-

tary to the general manager, and in 1925 secretary to the vice-president. In 1938 he moved to Montreal as chief clerk to the president, and returned to Moncton in 1941 as assistant to the vice-president and general manager. A special feature of his work during the Second World War was assisting to organize the CNR War Services Association at Montreal, and he became the first chairman of that organization.

Fred Enz

Fred E. Enz, assistant auditor of freight accounts at Montreal, has retired after 41 years with the company.

His associates presented him with a gift of money, the presentation being made by L. J. Mills, assistant comptroller — revenues.

Mr. Enz was born in Montreal, and entered the Grand Trunk as a junior clerk in 1916, serving in various positions in the offices of the auditor of revenues and the auditor of freight accounts. He was appointed sub-chief clerk in 1921, and was progressively promoted to assistant chief clerk, chief clerk, special auditor, statistical accountant and assistant auditor of freight accounts.

Harold Tipple

Member of a family of Newfoundland railroaders, and with two sons following in his footsteps, Harold Tipple has retired as agent at Bay Roberts.

Mr. Tipple was born at Sandy Point, where his father was station agent, and where he learned telegraphy. His service with the company dates from 1916, when he started as agent at Whitbourne. Moving to Badger Brook as agent in 1917, he went on line as a brakeman in 1918, and the next year was made despatcher at St. John's. Later in 1919 he went to Holyrood as agent, and took the agency at Bay Roberts in 1949.

Gordon Fraser

Gordon Martin Fraser, conductor at Bridgewater, N.S., who retired recently because of ill-health after 45 years' service, was presented with a purse and money by his fellow employees in the trainmaster's office at Bridgewater.

Mr. Fraser entered the service in 1911 as a checker, became a yardman in 1917, and then went to Bridgewater as a brakeman, where he was promoted to conductor in 1946.

Walter Riser

Friends and fellow employees gathered at the home of section foreman Walter L. Riser, of Liverpool, N.S., to honor him on his retirement after 38 years with the company.

A purse and money were presented to him by Acting Roadmaster W. H. Nelson on behalf of the staff of the road department and other departments.

Cecil Flanagan

Cecil J. Flanagan was piped off his train at the CNR station in Winnipeg when he completed his last run. He was greeted by his family and friends, and congratulated by CNR officers. Later, he was guest of honor at a breakfast.

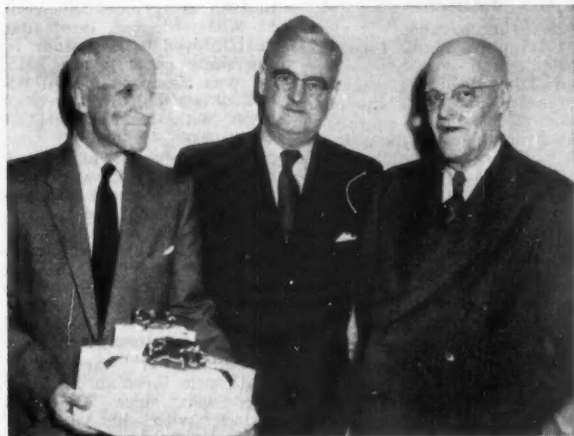
Born at Wingham, Ont., Mr. Flanagan joined the CNR in 1923 as a trainman at Dauphin, and served on various runs in the Manitoba district. He was promoted to baggageman on the Portage-Brandon division in 1951.

C.V. RETIREMENTS

Retiring employees on the Central Vermont Railway include Ernest J. Mosher, foreman in the stores department at St. Albans, a native of St. Albans, who entered service in 1916; and James G. Foster, telegrapher at Barre, Vt. A native of St. Joachim, Que., Mr. Foster started with the CV in 1912.



DOUBLE RETIREMENT—Charles N. Yeoman, carman, and George Davies, electrician, both of Toronto, are presented with retirement fund cheques as they bring their railroad service to a close. Mr. Yeoman started in 1917, and Mr. Davies in 1913. From left: Mr. Yeoman; Mr. Davies; A. Walker, general foreman, coach yards; Ernest McBride, chairman of the coach yards retirement fund; W. Weaver, electrical foreman.



LONG SERVICE to CNSS is represented in this photo of three managers, past and present, at the busy port of Saint John, N.B. From left: S. Lawson Trueman, who retired in February; William J. Cunningham, who succeeds him as manager; and W. J. Miller, also retired as manager.

S. Lawson Trueman

Representatives of the more than one thousand Canadian National employees at Saint John honored S. Lawson Trueman, retiring manager of Canadian National Steamships.

J. Arthur Sauve, general manager of Canadian National Steamships and marine services, Montreal, presented Mr. Trueman with an engraved gold wrist watch and a gift for Mrs. Trueman on behalf of all his associates ashore and afloat.

"Mr. Trueman has played a very important part in the development of trade between New Brunswick and Bermuda, the British West Indies and British Guiana," said Mr. Sauve. "He has rendered long and faithful service to the company, the community and the province."

Mr. Trueman's retirement brings to an end a steamship career of nearly 40 years which he began in his native city of Saint John. Prior to becoming manager of CNSS he held numerous progressive positions for the company at Montreal and Quebec. He was appointed manager in 1941.

Among those attending the presentation were G. O. Baker, terminal superintendent; Walter White, division freight agent; W. J. Cunningham, newly appointed manager of CNSS at Saint John; F. M. Crocker, district passenger agent; George Poole, chief clerk; Donald Taylor, chief clerk; William Murphy, CNR wharf superintendent, and Walter Miller, retired manager of CNSS, Halifax, who now resides in New Brunswick.

James Long

James Long, of Stratford, has retired after nearly 40 years' service with the CNR. Born in London, England,

he came to Canada in his youth, and began his railroad career in 1913.

For the past 16 years Mr. Long has been running in passenger service between Stratford and Fort Erie.

During his long years of service Mr. Long has both fired and driven every type of steam locomotive on the line, including his pet of the past few years, No. 5580.

He was welcomed at the terminal on his last trip by an impromptu brass band, officials of the company and a host of friends.



J. A. NOBERT, retiring assistant superintendent, St. Jerome division, is presented with a wrist-watch by O. Boivin, general superintendent. Looking on is Miss M. Booth.

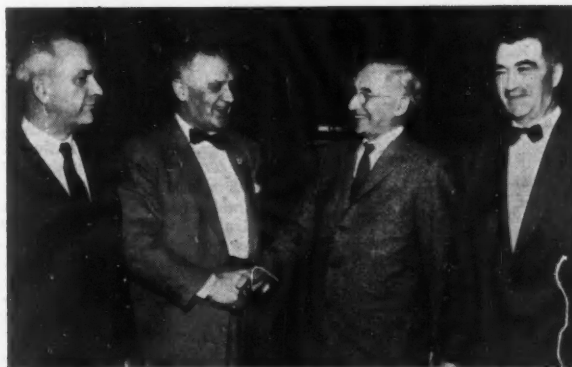
J. A. Nobert

Fellow employees and officers of the operating department at Montreal honored Joseph A. Nobert on his retirement as assistant superintendent of the St. Jerome division. Mr. Nobert started his long railway career in 1912.

He was presented with a wrist-watch by Omer Boivin, general superintendent, Montreal district, and was also given a wallet and a portable TV set. Flowers were presented to Mrs. Nobert.



GEORGE BELNAVIS, buffet cook in the sleeping, dining and parlor car department, Toronto, is congratulated by H. A. Craib, superintendent, as he brings to a close 37 years' service. Others in the photo, from left: Lester Ruth, porter; Wilfred Keeling, equipment supervisor; Alec Timmins, platform inspector. A native of Jamaica, BWI, Mr. Belnavis started in 1919, and has been cook on the Stratford-Toronto run for 20 years.



ENDS 40 YEARS—J. H. Robertson, CN Express cashier at Brandon, at a dinner marking his retirement after 40 years' service. From left: A. H. Bellamy, express agent, Brandon; D. MacKay, superintendent, western division; Mr. Robertson; L. V. Saxon traffic supervisor, Regina.

J. H. Robertson

J. H. Robertson, cashier for Canadian National Express at Brandon since 1941, has retired after 40 years' service in the same community.

A testimonial dinner held in his honor was attended by his fellow employees and express officials from Winnipeg and Regina. A. H. Bellamy, express agent at Brandon, was chairman.

During the dinner, W. B. Scott presented Mr. Robertson with a purse on behalf of local 66, C.B.R.E.; and J. A. King presented him with another purse on behalf of his associates. Officials attending included D. MacKay, superintendent, western division, Winnipeg, and L. V. Saxon, express traffic supervisor, Regina.

Born at Paisley, Scotland, Mr. Robertson joined the express department at Brandon in 1917 and served as porter, clerk, wagonman and night foreman until enlisting in the Canadian Army in 1918. He returned to express service as a porter in 1919 and was promoted to night foreman the same year. He became cashier in 1941.

"Barney" Blake

William R. "Barney" Blake, of Toronto, has brought to a close service with the company that began in 1916. He was employed as yardman and yard foreman at his retirement.

His fellow employees gave him a well-filled wallet, the presentation being made by Walter Scott, assistant superintendent.

Later, "open house" was held at his residence, at which more presents were received, including flowers for Mrs. Blake from the staff of Imperial Oil, a company for whom the veteran railroader had performed switching operations for many years.

John Gillis

When he brought to a close 46 years of service, John A. Gillis, retired as agent at Sydney, N.S., was presented with a cheque by his fellow employees.

The presentation ceremony was attended by H. H. Palmer, general yardmaster; L. B. Gillis, ticket agent; D. R. Walker; A. X. MacDonald, chief clerk, and H. W. Langley, assistant superintendent.



MORE THAN HALF A CENTURY of service ended with the retirement of A. R. "Archie" Hunter, supervisor of freight handling and freight claim prevention for the Atlantic region, who started his career at Moncton in 1905. Mr. Hunter (right) was presented with a purse and money by Mrs. M. I. Babineau on behalf of the car service and transportation departments. At left is F. M. Ward, general superintendent of transportation, and centre is E. J. McInerney, superintendent of car service.

Archie Hunter

A. R. "Archie" Hunter, supervisor of freight handling and freight claim prevention for the Atlantic region, retired at the end of February. His service dates back over a period of 51 years and three months.

Mr. Hunter, a native of Moncton, began his long career as a messenger in the car service and car accounts department in 1905. He progressed through numerous clerical positions there and in the transportation department, was appointed inspector of transportation in 1937, and supervisor of station services and freight claim prevention in 1945. He was named to the position from which he retired in 1956.

President Donald Gordon presented Mr. Hunter with a special pass in recognition of his more than half a century of service.

Wylie Jamieson Philip Glencross

Two Canadian National trainmen completed their last runs in February at Moncton. They are Conductor Wylie Frank Jamieson and Trainman Philip Fulmore Glencross.

Conductor Jamieson, born at Dalhousie, joined the CNR as a brakeman on the Campbellton division in 1910 and became a conductor in 1919, following his return to the railway after military service in the First World War.

Trainman Glencross, a native of Beersville, N.B., joined the railway as a brakeman in 1916 and shortly afterwards enlisted for military service. He returned to the railway in 1919 and served in various capacities on the Moncton and Edmundston divisions before becoming a trainman.

Albert Middleditch

Retiring as accounts clerk at Dauphin, Man., Albert J. Middleditch was honored at an office gathering, at which presentations were made to him by his fellow employees and members of the C.B. of R.E. The presentation of the gift from Mr. Middleditch's associates was made by A. D. Shackelford, division engineer, and that of the Brotherhood by W. N. Wilkinson.

Mr. Middleditch first worked for the railway in 1913, as a sectionman at Novra, Man. He left to join the armed services in 1914, serving overseas with the CEF until the end of the war.

Returning to the company in 1923 as sectionman, he was promoted to section foreman in 1924, and in the same year transferred to the position of roadmaster's clerk at Hudson Bay Junction. He moved to Dauphin in 1928, remaining in the superintendent's office since, with the exception of the war years, during which he was again in uniform.

Before coming to Canada, Mr. Middleditch had a long and active career in the English theatre, where he associated professionally with many of the great names of the stage in the early years of the century, including Charlie and Sid Chaplin, Harry Lauder, Stan Laurel, William Gillette and the members of the famous Lupino family.

Duff Guild

James Duff Guild, one of western Canada's best known agriculturalists, has retired as superintendent of agricultural development for the Canadian National.

During his 30 years with the CNR, Mr. Guild took an active role in a number of agricultural and livestock associations dedicated to the furtherance of agricultural science in the west. At present he is publicity chairman for the All Canada Swine Show to be held at Brandon next July.

Born at Whitehead, Man., Mr. Guild graduated from the University of Manitoba in 1924. He then served for three years as supervisor of illustration stations for the Dominion Experimental Farms Service for Western Ontario, Manitoba and Eastern Saskatchewan.

In 1927, he became assistant agricultural agent on joining the CNR at Winnipeg and was promoted to agricultural agent in 1930. He enlisted with the RCAF in 1940 and for two years served as flight lieutenant in charge of recruiting in the Maritime Provinces. During World War I, Mr. Guild was awarded the D.F.C. for service with the Royal Naval Air Service.

He returned to the CNR

in 1943 as agricultural agent at Montreal, and, later that year, moved to Saskatoon in the same capacity. In 1945, he was named superintendent of agricultural development with headquarters at Winnipeg.

On the eve of his retirement, Mr. Guild was presented with a purse from the officers and staff of the colonization and agriculture department. The presentation was made by T. P. Devlin, assistant director of the department.

William Armstrong

William H. Armstrong, coal dock foreman at Sturgis, Sask., since 1937, has retired with 40 years of service.

Born in Ireland, Mr. Armstrong joined the railway in 1916, working as a carpenter and brakeman out of Dauphin until his appointment at Sturgis in 1937.

Active in civic affairs, Mr. Armstrong served on the Sturgis council for seven years and was overseer for two years when Sturgis was still a village. Following its incorporation as a town, Mr. Armstrong served as mayor for three years.

Prior to moving to British Columbia, where they have taken up residence at White Rock, Mr. and Mrs. Armstrong were feted to a community farewell by the citizens of Sturgis. On behalf of the citizens a presentation was made to the couple by James Ness, president of the Fire Department, and tributes were paid by Mayor William Bayliss and E. S. Barker, superintendent of the Dauphin division.

A. R. McLeod

A banquet and social evening was attended by 80 friends and railroad associates of A. R. McLeod of Hanna, Alta., when he retired as a trainman and baggageman. The event was sponsored by the Brotherhood of Railroad Trainmen.

The guest of honor was given a travelling bag, the presentation being made by S. Hoover, president of Hanna Lodge No. 933.

Mr. McLeod started his railway career as a freight brakeman at Big Valley in 1917, transferring to passenger service during the same year.

Archie Morrison

Conductor Archie Morrison of Sydney, N.S., has retired after 41 years of service. He started in 1915 as a brakeman, and in 1950 was promoted to conductor on the Sydney-Truro night express, in which capacity he acted until his retirement. Most of Mr. Morrison's years with the railway were spent on freight trains between Sydney and Point Tupper.



DETROIT RETIREMENT—A. K. Wheaton, traveling freight agent at Detroit, is presented with a purse from his co-workers on his retirement after 37 years' service. Mr. Wheaton was also honored by the Eastern Michigan Traffic Association; the Pontiac Traffic Club and the Traveling Freight Agents Association of Detroit. From left: M. A. O'Brien, assistant freight traffic manager, Detroit; W. McLeod, asst. to the general freight traffic manager, Chicago; Mr. Wheaton; T. E. Morris, general agent, Detroit.

John Fulmes

Friends of John Fulmes honored him at a party on his retirement at Hubbard, Sask.

Mr. Fulmes entered the service in 1927.

At the end of an evening of dining and dancing, he was presented with an easy chair.

Donald McIntosh

Donald John McIntosh has retired as station agent at Dalkeith, Ont.

Mr. McIntosh's career with the Canadian National has spanned 47 years, almost all of them spent at Dalkeith, his birthplace.

However, he did not start his service there, but at nearby Glen Robertson, as assistant agent, in 1909. He left there in March, 1910, re-entering the service in May of that year at Hawkesbury, where he was freight clerk for a short time before going to Moose Creek as night operator. In the same year he returned to Dalkeith and remained for three years.

In 1913 he was operator at Canora, Sask., for a few weeks before moving to Golden Lake as agent. He returned to Dalkeith in 1914.

Mr. McIntosh has served several terms as public school trustee and is a Justice of the Peace.

"Mac" Grant

Malcolm R. "Mac" Grant has retired from the freight shed at Belleville, where he has been working since 1941.

At ceremonies marking the end of his service, he was presented with an engraved gold watch and a wallet, and with a cheque on behalf of his fellow members of the C.B. of R.E.

John Bradford

John T. Bradford, agent at Rivers, Man., was presented with a billfold and money by his associates when he ended his service after 49 years with the company.

Mr. Bradford started in 1908, as a stationary fireman at Dauphin, and worked as pumpman, wiper and locomotive watchman at Winnipeg, Dauphin and Swan River until 1917, when he transferred to the operating department. Since that time he has served as operator and agent at a number of locations.

Leo Dunton

Leo A. Dunton has retired as a locomotive engineer of the Grand Trunk Western on the Battle Creek-Port Huron run. He had 47 years of service, first as a fireman and since 1914 as an engineer. Following his retirement, he left for Florida, where he has purchased a home at Mt. Dora, in the center of the state.



Halifax Mail-Star photo

SLEEPING CAR PORTER G. A. Grant of Halifax is offered best wishes, as he completes his last run on the Maritime Express, by J. G. Phelan, assistant superintendent of the sleeping, dining and parlor car department. From left: Mr. Phelan; B. Roache; Mr. Grant; Coulter States; G. C. Connolly, S. & D. car agent. Mr. Grant had 33 years of service.

Harvey Rose

Railroad associates and friends of Harvey Rose honored him when he retired as section foreman at Markham last month.

Mr. Rose's service dates from 1917, when he started as a sectionman. He was promoted to foreman in 1922.

He was presented with a purse and money by C. A. Lageer on behalf of members of Lodge 189, B.M.W.E., and Mrs. Rose was given a corsage by Mrs. Lageer.

Miss Jessie Covert**Miss Daisy McCallum**

Two employees of the purchasing department at Moncton, Miss Jessie C. Covert and Miss M. J. (Daisy) McCallum, have retired. Between them they served nearly 100 years with the company.

Born in Cleveland, Ohio, Miss Covert joined the railway in 1913 as a stenographer at Moncton. Various promotions followed and she was general fuel and tie clerk with the Atlantic region purchasing department when she retired.

Miss McCallum is a native of England who came to Canada in her early youth and joined the railway in 1914 as a stenographer in the motive power department at Moncton. She was a clerk in the general solicitor's department in 1915, and in 1916 joined the purchasing department, retiring as general clerk in that department.

Both Miss Covert and Miss McCallum were presented with parting gifts by other employees of the department.

John Labraque**Peter Sadowski****Theodore Jodoin**

Three Ottawa district employees retired in February

after long service careers with the railway.

John Peter Labraque, brakeman, Ottawa, Peter Sadowski, parcel room attendant at Union Station, and Theodore Cyrille Jodoin, sectionman, Vars, have a combined total of 117 years of service.

Mr. Labraque started in 1914 as a brakeman at Ottawa and has served at Capreol, Port Arthur and Toronto during his 43 years with the CNR. He has been in Ottawa since 1937.

Mr. Sadowski has served 42 years at Union Station since joining in 1915 as a porter. He has been in the parcel room since 1929.

Mr. Jodoin started at Ottawa in 1925 as a sectionman and has served at many points in Ontario. He moved to Vars in 1942.

Walter Spears

Friends and co-workers of Walter Lloyd Spears, sectionman at Summerside, P.E.I., gathered at his home to honour him on the occasion of his retirement after 40 years of service, and he and Mrs. Spears were presented with gifts by the gathering. Mr. Spears is a native of Whitehead, N.S., and joined the railway in 1917 at Kensington, P.E.I. He has been sectionman at Summerside since 1924.

LADIES AUXILIARY NAMES OFFICERS

The newly elected executive of the Ladies Auxiliary of the Retired Railway Veterans' Association of Saint John, N.B., is made up of Mrs. Hazel Cawley, Mrs. Bruce Wood, Mrs. J. I. McManus, Mrs. D. Orchard, Mrs. Charles Maxwell and Mrs. E. E. Butler.

All are wives of CNR pensioners.

VETS PICNIC AT ST. PETE

Grand Trunk and Canadian National veterans to the number of 41 took part in their annual vacation at St. Petersburg, Florida, during February.

While their former workmates up north shivered through one of the coldest Februaries on record, the pensioners enjoyed eating and shop-talking in the sun.

Frank Grayson and E. V. Pierce were in charge of the picnic arrangements.

ANNIVERSARY

Mr. and Mrs. Edmond Gaudet of Moncton have celebrated their 50th wedding anniversary.

Mr. Gaudet was born at Memramcook, N.B., and joined the railway in 1908 as a carpenter, retiring in 1946.



MR. AND MRS. A. B. BETTS, who have celebrated the 50th anniversary of their wedding at Truro. Mr. Betts served from 1904 to 1949, retiring as an engineer.



MARKING their 50th wedding anniversary are Mr. and Mrs. Odilon Bourgeois, of Dorchester Crossing, N.B. Mr. Bourgeois retired as a blacksmith at Moncton in 1943, after 37 years of service.

Ernest Gagnon

Fellow employees of Ernest Gagnon presented him with a travelling bag to mark his retirement as carman at Hervey Junction.

Mr. Gagnon entered the service in 1920, as a carman at Limoulu, and worked at a number of stations in the Quebec district.



Women's Section

DESIGNED TO INTEREST OUR RAILROAD WOMEN AND OUR YOUNG RAILROADERS

PLEASE NOTE:
Correspondence, including manuscripts and photographs for this section should be addressed to:

Miss M. Angela Lane,
Women's Editor,
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Canadian National Magazine,
WINNIPEG, Man.

Resort Living... Right At Home

By Anne Sutherland

THE APPEAL of "resort living at home" each year is leading more and more smart homeowners to build outdoor facilities for eating, playing and just relaxing. It's a wonderful idea, too. Our summers are so short that all of us like to spend as much time as possible outdoors. A small amount of planning and work, and a moderate outlay, can pay generous dividends in increased enjoyment of your home, and will also add considerably to the value of your property.

While it may be that the weekend is the only time which can be devoted to the building of these "extras", in the long run they become a part of the property just the same as the garage, driveway and sidewalks and should be well-built. It is wise to consider outdoor improvements, from the initial planning stage to completion as permanent additions, and they should be undertaken with an eye to making them as attractive, durable and maintenance-free as possible.

The number one project for many homeowners, especially those possessing a small house, is a wall placed along the rear lot lines. If such a "garden" wall is attractively and

sturdily built, the living space of the house can, in effect, be increased. A humdrum back yard can be changed into an outdoor living and play area without sacrifice of privacy, and with protection against wind, debris and intruders — both animal and human.

It is especially important that a garden wall be built of strong, durable materials. Concrete block (masonry) has proved popular for this use because the units lay up quickly and provide a strong wall that will stand up well under wind, weather and the abuse of children at play.

The best known size of concrete masonry unit is 8 x 8 x 16 inches. When laid up, the blocks produce a wall eight inches thick, with rows or "courses" eight inches high. For the skilled handyman or contractor, a wide variety of patterns is possible. For example, a lattice work effect can be obtained by laying up block with uniform open spaces between the units in each row; a "three-dimensional" effect can be obtained through use of special block, or by slightly recessing units at regular intervals in each row. Several sizes of block may be combined. For example, half width —

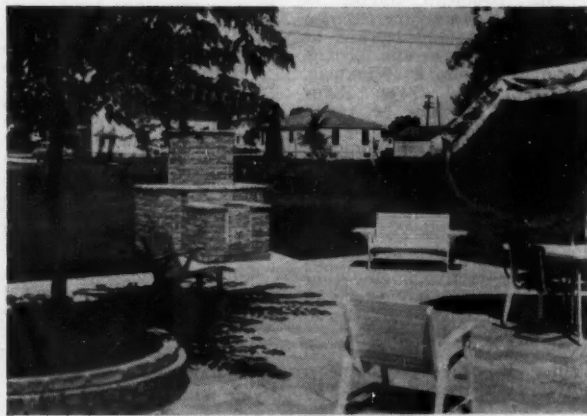
eight-inch wide units — may be alternated with 16-inch wide units to form an attractive pattern.

In addition to 8 x 8 x 16 inch units, concrete blocks are available in many sections of the country in a variety of shapes, sizes, textures and even colors. "Split block" and "slump block," four inches high and with a rustic or stone-like texture, are becoming increasingly popular for walls, fireplaces and all-around-the-home use. In some sections of the country, curved units are available, which lay up into walls with especially graceful lines.

To insure stability, a wall should be supported on cast-in-place concrete footings. These should be placed below ground level to firm bearing soil, and in colder areas to below the frost line. A good rule for footings is to make them as thick (deep) as the wall is wide, and twice as wide as the wall is thick. Thus, for a typical wall eight inches thick, the footings would be 16 inches wide and eight inches deep or thick. If the soil is firm, it can serve as a form for the concrete; otherwise, side forms should be used. These can be one-inch boards backed up by 2 x 4-inch "studs" spaced 16 inches apart.

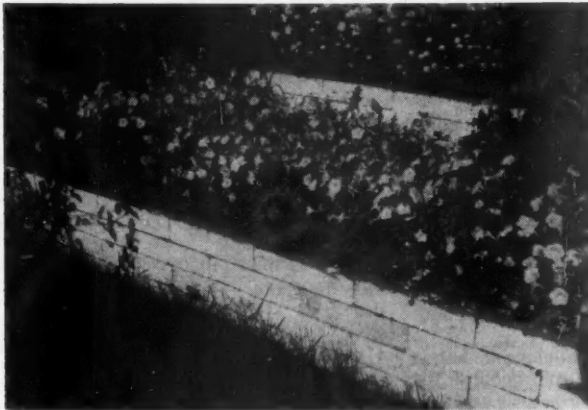


Extruded mortar joints give this wall a rustic look. The concrete blocks at the top of the wall produce a lattice effect.

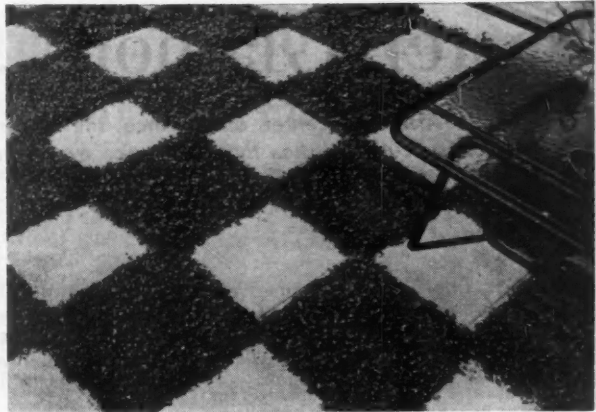


Patio blocks come in many colors and can be laid in a variety of patterns. The fireplace is made of concrete "split blocks."

Portland Cement Ass'n photos



Concrete masonry units are quickly laid up to build planter boxes. The terrace effect shows off flowers particularly well.



Blocks spaced checkerboard fashion in this lawn produce a pleasant contrast with the grass. They also help protect the lawn.

Opposite sides of the forms are tied together with wire looped around the studs. The inside faces of the forms should be oiled for easy removal.

For any wall over ten feet high, it is well to use steel dowels to tie the wall to the footings. Three-eighth inch bars about 24 inches long are suitable. These should be placed in the footing before the concrete hardens, at intervals of about four feet. Spacing should be worked out in advance, so that the bars will project up into core spaces of the first two courses as the blocks are laid. These core spaces are then filled with a concrete mixture which embeds the dowel bar and secures the wall to the footing.

Mortar for bonding masonry units into a strong, well-knit structure is made by combining cement, sand and water. For ordinary conditions, the following proportions are suggested — one part masonry cement to two or three parts mortar sand in a damp, loose condition; or one part Portland cement, one to one and one-quarter parts hydrated lime or lime putty, to four or six parts mortar sand. These proportions are by volume. The water added must be clean and fit to drink. Enough water is added to make mortar of a consistency that is workable but not "soupy." It should be fairly stiff and "buttery" so that it will stick to vertical surfaces.

In hot, dry weather, mortar tends to stiffen too quickly and should be re-mixed frequently to keep it soft and workable. If the mixture becomes too stiff, a small amount of water may be added. In summer weather — 80 degrees or higher — it is safer to discard the mortar if it is not used within two and one-half hours after mixing.

The first course of concrete masonry should be laid with extra care to make sure that the resulting wall will be straight and true. A full mortar "bed" is spread along the footing, and grooves made in the bed with a trowel. The block are "buttered" with mortar along one vertical side — three or four may be done at one time. They are then placed in position and pushed down into the mortar bed and against the previously laid block. After three

or four have been laid, they are checked with a mason's level to make sure they are in line and even. Adjustments can be made by tapping with the trowel handle. Mortar should not be spread too far ahead of the actual laying of the block. As the units are pressed into place, the excess mortar is cut off with a trowel and thrown back on the mortar board to be re-worked into the fresh mortar. If an extruded mortar joint effect is wanted, the excess mortar is left undisturbed.

To obtain a finished effect, the joints are "tooled" with a round or square bar after a section of the wall has been laid and the mortar is firm but not yet set. This tooling makes the mortar compact and helps insure tight joints. Horizontal joints are done first, then the vertical. Any rough burrs of mortar are removed with a trowel or by rubbing with burlap. The long lines of a wall can be emphasized by tooling horizontal joints and striking vertical joints flush. Another pleasing effect can be obtained by "raking" joints with a small tool which removes mortar to a depth that produces shadow patterns.

Concrete block is especially convenient for constructing walls for low terraces. Such a walled ledge may be the answer to a lawn that slopes too sharply and is washing away. Or a lawn may be cut and walled at several levels to give variety and line to flower beds. Curved walls have been used in this way with pleasing effect.

The planter box, often built below a picture window, has to a great extent replaced the window box. With a comparatively small amount of material and labor, one can be built that will soften a severe housefront or add interest to the entrance. Both block and cast-in-place concrete can be used. An attractive planter can be made rather easily by building reinforced masonry walls on a cast-in-place concrete footing, as described for garden walls. Split block, with their stonelike texture, are especially suitable for planters. To insure purchase of the right type of block — including corner block and top course units — a rough sketch should be made, with dimen-

sions. Where possible, the dimensions of the planter in each direction should be a multiple of the length of an individual masonry unit selected. This will do away with cutting of the block.

A patio is ideal for summer meals and entertaining. The main need is a durable "floor" that will support lawn furniture and can be easily cleaned. Precast concrete patio blocks come in several sizes and in some areas can be purchased in a variety of pastel colors that help make a patio colorful as well as practical. The first step is to level the area, with a slight grade for drainage, and then dig to a depth that will take the thickness of the block plus a smooth two-inch layer of sand. The blocks are set in the desired pattern and tamped close together. Sand is then brushed over them to fill any remaining small spaces between units. Patio block may also be placed in individual holes, and grass allowed to grow between.

A solid concrete slab will, of course, provide the ultimate in smoothness and durability for a patio, but for this, it is best to call in a concrete contractor.

For many, an outdoor living area would be incomplete without a barbecue pit or grill where the man of the house can show off his cooking skill. Concrete masonry is very widely used for outdoor fireplaces, because the units are easy to work with and lay up rapidly. Most local dealers carry a variety of plans from which you can choose.

In the case of wall footings, a patio slab and some other construction, cast-in-place concrete will be required. In such cases, a homeowner can effect real economy by making careful advance estimates and preparations, then ordering ready-mixed concrete. Several projects can be undertaken at the same time and enough concrete for all of them brought in one delivery.

No matter how small the job, it should be carefully planned and built to last. This is the advice of experts who say that it will cost less and bring far more pleasure in the long run. ★

Easter Glamor... At The Table

After the Lenten observance, the clever homemaker will be ready with plans for succulent dishes that will make every meal a feast. Traditional dishes — lamb or ham — can have that something extra if the cook is careful to follow the rules.

by Kathleen Cousins

EASTER time is glamor time, not only in bonnets but in special food delights. After the Lenten fast, it is a time for family get-togethers, and, of course, a special dinner.

One of the traditional dishes for Easter is roast lamb — it might be a crown roast with little French peas, a tender leg delicately seasoned and served with curried pineapple chunks. Whatever your choice, if you like lamb, it will make a wonderful main course dish.

Some of the less experienced cooks may appreciate the following pointers on

Roast Leg of Lamb

Allow $\frac{1}{4}$ to $\frac{1}{2}$ pound bone-in-leg roast per serving. It is not necessary to remove the paper-like covering called the "fell," although it makes carving easier if it is stripped off. Place the roast, fat side up, on a low rack in a shallow, open pan. Insert a roast-meat thermometer into the center of the roast. Do not wash the roast. It may be wiped off with a damp cloth or paper towel. Season or not, as desired.

Roast in a slow oven — 325° F. — until the roast-meat thermometer indicates the degree of roasting you desire — medium 175° or well done 182° F. Remove the roast to a hot platter or a smaller pan. Keep the roast hot. Use the meat drippings in the pan to make gravy.

Roasting Schedule for Roast Lamb

LEG OF LAMB: Cook six-pound roast for three hours at internal temperature of 175° F. for medium and three and one-half hours at an internal temperature of 182° F. for well done. Eight-pound roasts should be cooked for four hours for medium and four and two-thirds for well done.

CROWN OF LAMB: Five-pound roast should cook for three and three quarter hours at an internal temperature of 182° F. for well done.

SHOULDER OF LAMB: Cook three-pound roast for one and three quarter hours at an internal temperature of 182° F. for well done. A five-pound roast should be cooked for three hours at an internal temperature of 182° F. for well done.

TO SEASON LAMB, try spreading it before roasting with rich prepared mustard and insert a few slivers of garlic into the gashes in the meat.

CURRIED PINEAPPLE RELISH is wonderful served with lamb. Drain a can of pineapple chunks. Turn into saucepan with butter and 2 teaspoons

of curry powder. Blend and heat thoroughly.

Baked Ham

In many homes, an elegant baked ham is the traditional main course for



Swift & Co. Photo

the Easter dinner. No homemaker wants to spend her Easter in the kitchen, so the wise choice for this day is a fully cooked ham. This style of ham requires only heating through and a quick glaze to bring it to the table in all its glory for hot service. Or if you're planning a cold meat platter for an Easter buffet, serve slices of this ham without further cooking or heating.

Of course, you'll want your Easter ham to have a special festive touch and what could be more appropriate than a garnish of gaily decorated eggs? To make this appealing garnish, simply transfer flower decals, which are available in most stores, to hard cooked and cooled eggs. After the decals have "set", place the eggs in nests made of three pastel paper baking cups fitted inside one another and filled with shredded colored cellophane. These cheerful favors will delight the eyes of both grown-ups and children.

Here are the directions for heating and glazing a fully-cooked Easter ham.

Cooking Schedule for Fully Cooked Hams

Oven 325°F—Final internal temperature 130°F.	
Weight of Ham	Approximate Cooking Time
8 to 10 pounds ...	2 to 2½ hours
10 to 12 pounds ...	2½ to 3 hours
12 to 15 pounds ...	3 to 3½ hours

Special sauces enhance meats with a new flavor. Here are some further suggestions for sauces which you may wish to try with your Easter dinner main course:

Cranberry-Raisin Sauce

Cranberry juice and cloves provide a sweet, spicy sauce that adds special flavor to ham, pork and veal. It is

easy to make — here's all you have to do:

$\frac{1}{2}$ cup brown sugar;	1 cup cranberry juice
1 tablespoon corn-	cocktail;
starch;	1 tablespoon lemon
$\frac{1}{4}$ teaspoon ground	juice;
cloves;	2 tablespoons raisins.

Mix sugar, cornstarch, and cloves in a saucepan. Gradually stir in cranberry juice, lemon juice, and raisins. Cook over medium heat until thick, about five to seven minutes. Serve hot. Yield: $1\frac{1}{2}$ cups.

Pineapple Mint Sauce

A sauce with a minty, sweet flavor for lamb.

$\frac{1}{4}$ cup brown sugar;	8 drops mint extract;
1 tablespoon corn-	2 tablespoons lemon
starch;	juice.
2 cups pineapple	
juice;	

Combine brown sugar and cornstarch. Add remaining ingredients. Cook until mixture boils. Serve with hot lamb. Yield: $2\frac{1}{2}$ cups.

A festive dinner calls for a very special dessert and for your Easter dinner, we suggest:

Pineapple Chiffon Pie

1 envelope unflavored	4 tablespoons lemon
gelatin;	juice;
$\frac{1}{4}$ cup sugar, divided;	$\frac{1}{2}$ cup heavy cream,
$\frac{1}{4}$ teaspoon salt;	whipped;
4 eggs, separated;	1 9-inch baked pine-
$1\frac{1}{4}$ cups pineapple	apple pie shell (see
juice;	recipe below);
	Strawberries.

Mix together gelatin, $\frac{1}{4}$ cup of the sugar and salt in top of double boiler. Beat together egg yolks and pineapple juice; add to gelatin mixture. Place over boiling water and cook, stirring constantly, until mixture thickens slightly and gelatin dissolves, about 5 to 7 minutes. Remove from heat; add lemon juice. Chill until mixture mounds slightly when dropped from a spoon. Beat egg whites until stiff, but not dry. Gradually add remaining $\frac{1}{4}$ cup sugar and beat until very stiff. Fold in gelatin mixture; fold in whipped cream. Turn into baked pineapple pastry shell. Chill in refrigerator until firm. To serve, garnish pie with additional whipped cream and with sliced strawberries.

Pineapple Coconut Pie Shell

$\frac{1}{2}$ cup less 1 table-	$\frac{1}{4}$ cups sifted all-
spoon shortening;	purpose flour;
3 tablespoons canned	$\frac{1}{2}$ teaspoon salt;
pineapple juice,	4 tablespoons chopped
heated;	coconut.
1 teaspoon milk;	

Put shortening in mixing bowl. Add HEATED pineapple juice and milk and whip with fork until all liquid is absorbed and a thick, smooth mixture is formed. Sift flour and salt onto shortening, whip and stir into a dough.

Pick up and work until smooth; shape into a flat round. Roll between two 12-inch squares of waxed paper into a circle $\frac{1}{4}$ -inch thick. Peel off top paper, sprinkle 2 tablespoons chopped coconut over pastry, leaving a 1-inch border plain. Re-cover with paper and roll coconut into dough. Turn pastry over and repeat, rolling in remaining 2 tablespoons coconut. Peel off top paper; place pastry in nine-inch pie pan, pastry next to pan. Remove paper, fit pastry into pan, trim $\frac{1}{2}$ -inch beyond pan, turn back even with pan, flute rim. Prick shell all over with fork. Bake in a very hot oven (450° F), 12 to 15 minutes.

Our final suggestion is for

Easter Nest

5 cups honey-coated puffed wheat;
 $\frac{1}{2}$ cup honey;
 $\frac{1}{4}$ cup sugar;
 $\frac{1}{2}$ teaspoon salt;
1 tablespoon butter;
1 cup shredded coconut, toasted.

Place cereal in greased bowl and set aside. Combine honey, sugar, and salt in saucepan. Bring to a boil over



Past Photo

medium heat, stirring to dissolve sugar. Continue boiling until a small amount of syrup forms a firm ball in cold water (or to a temperature of 246° F). Add butter. Pour syrup over cereal in bowl, stirring lightly to coat. Add toasted coconut, combining quickly. Press mixture gently into well-greased 1 or 1 $\frac{1}{2}$ quart oval ring mold. When cold, unmold and fill center with ice cream and decorate with jelly beans. Cut in slices to serve. Yield: 8 to 10 servings.

Holiday Fudge

$\frac{2}{3}$ cup undiluted evaporated milk;
 $\frac{1}{2}$ cup sugar;
 $\frac{1}{4}$ teaspoon salt;
 $\frac{1}{2}$ cups (16 medium) diced marshmallows;
 $\frac{1}{2}$ cups Chocolate Chips;
1 teaspoon vanilla;
 $\frac{1}{2}$ cup chopped nuts.

Mix evaporated milk, sugar and salt in saucepan over low heat. Heat to boiling then cook 5 minutes, stirring constantly. Remove from heat. Add marshmallows, chocolate chips, vanilla and nuts. Stir 1 to 2 minutes (until marshmallows melt). Pour into buttered 9-inch square pan. Cool. Cut in squares. Yield: about 2 pounds.

CHOCOLATE MINT FUDGE: To vary the above recipe, substitute a scant $\frac{1}{2}$ teaspoon peppermint extract for the vanilla, and add it to the milk, sugar and salt mixture with the marshmallows, chocolate and nuts. Pour into buttered 8-inch or 9-inch pan. Top fudge squares with colored mint wafers if desired. ★

Taste Treats... Old And New ... Right Out Of The Oven

AFTER the long winter, all of us are looking for something which will tempt our appetites. Here are two recipes for cookies, both of which use molasses and which should make a real springtime treat.

Old Fashioned Soft Molasses Cookies

$2\frac{1}{4}$ cups sifted, all-purpose flour;
2 teaspoons soda;
1 teaspoon ginger;
1 teaspoon cinnamon;
 $\frac{1}{4}$ teaspoon salt;
 $\frac{1}{2}$ cup shortening;
 $\frac{1}{2}$ cup sugar;
1 egg, unbeaten;
 $\frac{1}{2}$ cup unsulphured molasses;
 $\frac{1}{2}$ cup water.

Sift together flour, soda, ginger, cinnamon and salt. Cream shortening and sugar until light and fluffy. Add egg and molasses; mix well. Add dry ingredients alternately with water, beginning and ending with dry ingredients. Drop by heaping spoonfuls on ungreased cookie sheet. Bake in a moderate oven (375° F.) 8 to 10 minutes. Store in closely covered container. Yield: two dozen cookies.

The second recipe will appeal particularly to the younger generation — it's for

Gingerbread Boys

$\frac{1}{2}$ cup shortening;
 $\frac{1}{2}$ cup sugar;
 $\frac{1}{2}$ cup unsulphured molasses;
1 egg;
 $2\frac{1}{2}$ cups sifted, all-purpose flour;
 $\frac{1}{2}$ teaspoon salt;
 $\frac{1}{2}$ teaspoon soda;
1 teaspoon baking powder;
1 teaspoon ginger;
1 teaspoon cloves;
 $\frac{1}{2}$ teaspoon cinnamon;
 $\frac{1}{2}$ teaspoon nutmeg.

Cream together shortening, sugar and molasses. Add egg; mix well.



NEA Photo

Sift together flour, salt, soda, baking powder and spices. Add to molasses mixture; mix well. Chill dough about 2 hours.

Roll out $\frac{1}{3}$ -inch thick on lightly floured board or pastry cloth. Cut with a six-inch gingerbread-man cutter, or cut around cardboard pattern. Bake in a moderate oven (350° F.) 10 to 12 minutes. Yield: 1 $\frac{1}{2}$ dozen.



Purple Plum Pinwheels

AT THIS time of the year all of us long for the first fresh fruits and vegetables. The homemaker is busy looking for something which will appeal to her family—something new and different. Here's our suggestion for a new taste treat — Purple Plum Pinwheels — a wonderful sweet roll for Sunday morning breakfast, for lunch or for an evening snack.

$\frac{1}{2}$ cup granulated sugar;
1 cup juice drained from can of purple plums;
1 cup water;
 $\frac{1}{2}$ teaspoon cinnamon;
 $\frac{1}{4}$ teaspoon nutmeg;
 $\frac{1}{4}$ cup butter or margarine;
2 cups sifted, all-purpose flour;
1 teaspoon salt;
2 teaspoons baking powder;
 $\frac{3}{4}$ cup shortening;
 $\frac{1}{2}$ cup milk;
1 No. 2 $\frac{1}{2}$ can purple plums, pitted and chopped.

In saucepan, combine sugar, juice, water, cinnamon, nutmeg and butter or margarine. Bring to boil and cook until butter or margarine is melted. Meanwhile, sift together flour, salt and baking powder. With pastry blender work in shortening, until it looks like coarse corn meal.

Pour in milk; mix quickly and lightly with fork. Gently shape dough into ball and roll into nine-inch x 16-inch rectangle. Arrange plums on dough. Roll dough long-side up (jelly roll fashion). Cut into one-inch slices. Place slices cut side up in greased 8 x 8 x 2 inch baking dish. Pour on syrup. Bake at 350° F. (moderate oven) for 40 minutes. Yield: 16 small pinwheels.

Better Sandwiches

For better sandwiches, try adding various seasonings — such as lemon juice, orange juice, onion juice, horseradish, mustard, etc.—to the butter as it is being creamed for spreading.

May Robinson Retires After Unique Career

NOWADAYS, the ladies can and do take on just about any job that a man can handle, but it wasn't always that way.

Back near the turn of the century, telegraph operating was a pretty tight male monopoly, but that didn't stop May Robinson from learning the business, and developing into an expert dot-and-dash woman. Her retirement from the staff of the CN Telegraphs at Halifax brought to an end a highly successful career that began when, at the age of ten, she became fascinated with the clicking sounder in the office of her grandfather, who was operator at Mount Uniacke, N.S.

He was a real pioneer in the field of communications by electricity in Canada, having built and operated the first private telegraph line in the country. The line ran from Mount Uniacke to the gold mines about four miles away. One of Miss Robinson's uncles, M. M. McLearn, retired CNR chief despatcher at Moncton, helped construct the line.

There was plenty of precedent for a member of the Robinson family to take up telegraph work. Her father, A. E. Robinson, was a cable operator at North Sydney, and in four generations, 23 Robinsons turned to telegraphy.

Miss Robinson was a full-fledged operator at the age of 16, and worked as operator and relieving agent at many points on Nova Scotia's south shore. She also served at stations on the Pacific coast, and remembers with amusement that the conductor, when she boarded the train at Halifax for her first transcontinental trip, suggested that perhaps she was too young to be taking a long journey like that all alone.

A high point in her career was the visit to Canada of Their Majesties King George and Queen Elizabeth in 1939, when she was assigned to handle all telegrams in Halifax in connection with the royal tour.

In that year, she settled down in Halifax after serving in CNT offices at Digby, Sydney, North Sydney, Charlottetown, Moncton, Saint John and Edmundston. She figures that in her long career she has travelled more than 30,000 miles.

Although her first interest has always been her job, Miss Robinson has found time to enjoy active sports, including mountain climbing in the Rockies, horseback riding, skiing and tennis. During her wide travels around Canada and the U.S., she has always taken a great interest in the people and things around her, and she is a fund of information on Canadian history and geography.

When she made the decision to settle down at Halifax, there was some re-

gret that her "roving" days were over, but she hasn't regretted the choice since. "I can truthfully say that it has been a pleasure to work in the always pleasant atmosphere of this office," she told the staff in a farewell note.

There are surely few employees who have a career to look back upon that has been as satisfying as that of the woman telegraph operator who took her place and proved her worth among the greatest in a demanding and highly competitive business.

Not Too Early To Start Planning Sports Wardrobe

IT WON'T be long before the tennis courts and golf courses will be calling the sports minded, so this month we are offering directions for making the classic pullover. This can be knitted in several styles — plain or striped, with a collar, sleeveless, or with long or short sleeves and the instructions contain the information for any of these variations. Directions



come in sizes 32, 34 and 36. The pullover is also ideal for wear with a favorite skirt and slacks.

If you would like directions for making this pullover, write to the Women's Editor, Canadian National Magazine, Room 355, CNR Station, Winnipeg 1, Manitoba. Please be sure to enclose a stamped, self-addressed envelope. The directions are yours for the asking. ★

Helpful Hints

Before applying seam binding on a full skirt, shrink out excess flare by pressing with your vapor-steam iron.

To prevent thumbs in children's mittens from shrinking when washed, put a clothes pin in the thumb while mittens are still wet.

Lipstick stains come out more easily when the part of the material on which they appear is soaked in milk before being laundered.

Young Railroaders' Club

Lollypops

We came across this recipe that should appeal to girls and boys and thought you might like to pass it along to Mummy:

2 cups granulated sugar,	½ teaspoon red or green food coloring;
1 cup golden corn syrup;	1½ teaspoons peppermint extract.
½ cup water;	

Combine sugar, golden corn syrup and water in saucepan. Cook over medium heat without stirring to 305°F or until a small amount of mixture separates into threads which are hard and brittle. Remove from heat, cool slightly; add food coloring and flavoring, blending well. Place 4 dozen skewers 4 inches apart on greased cookie sheet. Drop candy mixture from tip of teaspoon over skewers to form 2-inch discs. Yield: 4 dozen. Note: If syrup hardens before all lollypops are made, return to low heat only long enough for mixture to melt.

Address Wanted

Judy Dunne of 67 Craigmillan Ave., St. John's, Nfld., writes to say that she received a letter from Hellen Mozbekipt, but that Hellen omitted to give her address. If Hellen should see this notice, will she write Judy again, giving her home address as Judy says she would like to continue the correspondence.

Welcome To Susie and Terry

We are Susie and Terry Therriault and would like to join the Young Railroaders' Club. Susie will be four February 25 and I, Terry, will be three March 26. Our Daddy works for the railroad, also our Uncle Alfred and our Granddad. We are sending you our picture with our dog, Toby. Susie and Terry Therriault, Box 548, Coch-



Susie and Terry.

rane, Ontario. (Welcome to you both — we are so happy to have you as members of the Young Railroaders' Club. Sorry your letter arrived too late to get your names in the February and March birthday lists, but watch for them next year. Your membership cards have been mailed. Thanks so much for the lovely picture — let's hear from you again.)

Frank De Ciccio Writes

I wrote you asking if you would enroll me as a member of the Young Railroaders' Club — which you did. I was born on March 28, 1948. Now I wonder if you could see your way clear to print this picture. Frank De Ciccio, Box 77, Burns Lake, B.C. (Of course, we can, Frank. It is a lovely picture but I wonder if you always look so serious. How is school going? — it will soon be holiday time and I know you, like all the other boys and girls, are beginning to look forward to it. Let's hear from you again.)



A New Member From Newfoundland

I would like to join your Young Railroaders' Club. I always get Mommie to read the letters for me. I was eight years old on February 11. I am enclosing a snapshot of myself.



Granddad is a retired engineer, and Daddy is an engineer with the CNR here. Thanking you, I am, Linda Marie Morrissey, 179 Craigmiller Ave., St. John's, Nfld. (We are happy to have you as a member of the Club, Linda, and hope you will enjoy it. Sorry your letter did not arrive in time to get your name in the February birthday list but it will be in next year. Your membership card has been mailed. Thanks so much for the picture — I hope it is going to be clear enough for reproduction. Let's hear from you again.)

A "Happy Birthday" Girl

I wish to have my birthday in your Young Railroaders' Club. My Mummy is writing this for me as I don't write yet. I will be five years old on April 18.

My Daddy has been a machinist here in Prince Rupert for five years.

I am enclosing a snap of myself taken at New Year's. Thank you. Arlene Alisa Berg, 1214 Park Avenue, Prince Rupert, B.C. (Welcome, Arlene, to the Young Railroaders' Club. How nice to have you join in your birthday month — look in the Birthday List for your name. Your membership card has

been mailed. Sorry we can't use your picture. It is too small and you are too far from the camera.)

Welcome To The Four Joyces

My name is Maureen Joyce and I am writing for all my brothers and sisters. I have one brother and two sisters. Their names are Pat, five; Jill, two; Mary Paula, eight; and I'm ten and my birthday is in May. Pat's birthday is in December, Jill and Mary Paula in July.

My Grandpa worked for 40 years on the CNR and has a pension. We would all like to join your Club. We read about it in the Canadian National Magazine.

Would you please send us a membership card soon? My Mommy was in your Club. I go to St. Ursula's school, the best school in Chatham. I have to go now but I will write you

again. Maureen Joyce, 22 Redbird Drive, Chatham, Ont. (How nice to have all four of you join the Young Railroaders' Club at the one time. Your membership cards have been mailed and your names will be in the birthday list in the proper month. It is so nice to think that your Mommy was a member of the Young Railroaders and that now all four of you have joined. Do hope you'll all enjoy it. Let's hear from you again.)

A New Member From Alberta

We are happy to welcome into the Young Railroaders' Club William James Tex Harte of Rowley, Alta., who was born November 10, 1955. His Daddy is station agent at Rowley. (Your membership card has been mailed, Tex, and your name will be in the birthday list next November. Hope you enjoy the Club.)



ONE YEAR OLD:

Sandra Lee Smith, Ashmont, Alta.

TWO YEARS OLD:

Nancy Ruth Halliwell, Montreal, Que.

THREE YEARS OLD:

Alan Clark, Edmonton, Alta.
Agatha Houle, Ottawa, Ont.
Stephen Frederick Kessler, Laval West, Que.
Michael C. A. McRandall, Giffard, Que.
Donald William Meeko, Melville, Sask.
Debbie Moore, Kamsack, Sask.
Paul Morgan, Humbermouth, Nfld.
Sterling Joshua Nickerson, Central Port Mouton, N.S.

FOUR YEARS OLD:

Jean Rousselle Caron, Montreal, Que.
John Newell, St. Vital, Man.

FIVE YEARS OLD:

Arlene Alisa Berg, Prince Rupert, B.C.
Marie Celeste Ledoux, St. Albans, Vt.
Leslie Eric Nickerson, Central Port Mouton, N.S.
Denis Teck, Calgary, Alta.
Michael Williams, Moncton, N.B.

SIX YEARS OLD:

Orlando Patrick Barry, Niagara Falls, Ont.
Ralph Wayne Wooden, Halifax, N.S.

SEVEN YEARS OLD:

James Alexander Crawford, Montreal, Que.
Robert Monnie, Palmerston, Ont.

Billy Rowe, Noranda, Que.

Shelly Stubbs, Dartmouth, N.S.
Carol Lynn Watkins, Hamilton, Ont.

EIGHT YEARS OLD:

Lynda Joyce Berg, Mafeking, Man.
Marion Elizabeth Dupre, Prince George, B.C.
Sandra Laura Johnson, Winnipeg, Man.

NINE YEARS OLD:

Douglas Carter, Westchester, N.S.
Danna MacKenzie, New Glasgow, N.S.
Allan Russell, Norwood, Man.
Charlotte Edythe Thompson, Odessa, Sask.
Billy Watkins, Peterborough, Ont.

TEN YEARS OLD:

Norma Elizabeth Gill, Montreal South, Que.
Wendy Hand, Montreal, Que.
Crawford Hutchinson, Winnipeg, Man.
Brenda May Mitten, Moncton, N.B.

ELEVEN YEARS OLD:

Anton Carter, Westchester, N.S.
Mary Garnier, Deer Lake, Nfld.

TWELVE YEARS OLD:

Elizabeth De Carlo, Montreal, Que.
Teresa Fagnant, Cornwall, Ont.
Louise Green, Hamilton, Ont.
Terence Holowachuk, Pine River, Man.
David M. MacDonald, Campbellton, N.B.
Sandy MacDonald, Millie Roches, Ont.
David MacKenzie, New Glasgow, N.S.
Carole Springall, Ingersoll, Ont.
Brian Sweeney, St. Mary's, Ont.



We regret to report the following deaths among members of the active railway personnel and pensioners.

PENSIONERS				NAME			
NAME	AGE	OCCUPATION	RESIDENCE	NAME	AGE	OCCUPATION	RESIDENCE
Aldrich, A. M.	79	Yardman	Maidstone	Ottenger, W. W.	63	Sawyer	Detroit
Allan, Elizabeth R.	71	Matron	Norwood	Ottawa, S.	76	Trucker	Winnipeg
Anderson, A. A.	74	Pumpman	Nipawin	Paquette, H.	65	Yard Foreman	Terrebonne
Artyniuk, P.	68	Section Foreman	Carvel	Patenaude, J. E. A.	79	Engineman	Montreal
Barrette, A.	71	Section Foreman	Loretteville	Patriquin, W. H.	86	Helper	Stellarton
Bawdon, W.	86	Carpenter	Dauphin	Purves, T.	78	Janitor	Dania
Beauchesne, J. A.	79	Section Foreman	Plessisville	Rasniuk, G. S.	81	Section Foreman	Edmonton
Bernier, J. F. E.	60	Pump Repairer	Levis	Reese, J.	82	Section Foreman	La Porte
Beaulieu, J. L.	84	B. M. Helper	Riviere du Loup	Richardson, R. E.	67	Conductor	Victoria
Bellefeuille, J. O.	74	Sectionman	Hawkesbury	Rickard, J.	67	Section Foreman	Winnipeg
Benoit, A. V.	71	Despatcher	San Francisco	Riggie, E. J.	66	Chief Clerk	Glen Robertson
Bleasdale, E.	58	Machinist Helper	Montreal	Roberts, T. D.	81	Asst. Chief Clerk	Island Pond
Blett, A. A.	70	Asst. Foreman	Battle Creek	Robertson, J.	79	Conductor	Victoria
Blum, G. J.	73	Car Helper	Stratford	Robinson, C. F.	79	Machinist	Lachine
Boyle, J.	87	S. B. Fireman	Toronto	Robinson, S. R.	79	Machinist	Parry Sound
Brown, J. D.	61	Carman	Toronto	Rouleau, J. A. D.	73	Carman	Mont Joli
Bureau, R. E. L.	52	Crossing Watchman	Verdun	Scott, G. S.	75	Clerk	Victoria
Campbell, J. A.	76	Sectionman	C V Ry.	Scott, W. E.	76	Conductor	Vancouver
Casey, T. M.	80	Carpenter	Moncton	Shannon, W. E.	68	Supt. of Diesel Repairs	Battle Creek
Clark, R.	77	Conductor	Hamilton	Simpson, T. H.	74	Land Inspector	Norwood
Clegg, A. H.	78	Locomotive Engineer	Peterboro	Smith, R. J.	74	Watchman	Toronto
Clumont, J. L. A.	80	Carman	Joliette	Sparling, G. W.	81	Carman	Tecumseh
Cobb, G. C.	88	Blacksmith	South Portland	Strong, L.	55	Sectionman	Clarendville
Couch, G. E.	78	Locomotive Engineer	Trenton	Tanaley, W. H.	85	Section Labourer	Edmonton
Coulter, J. J.	73	Machinist Helper	Toronto	Taylor, C. W.	78	Operator	Salisbury
Cowan, W. V.	68	Switchman	Manitou Beach	Tietohl, C. F.	80	Locomotive Engineer	St. Albans
Dagert, E. W. E.	69	Foreman	Dieppe	Townsend, D.	88	Boilermaker	Stratford
Days, C. W.	86	Janitor	Sydney	Trombler, T. J.	71	Brakeman	St. Albans
Decourcy, J. J. C. R.	56	Locomotive Fireman	Quebec	Tunncliffe, E. E.	57	Wagonman	Toronto
Delo, A. J. M.	80	Issuer	Montreal	Turner, Miss M.	68	Supervisor	Toronto
Derigo, O.	79	Conductor	Battle Creek	Vanalstine, W. A.	68	City Ticket Agent	Edmonton
Dube, E.	67	Machinist	Montreal	Webster, J. B.	73	Stationmaster	Royal Oak
Duffy, E. J.	77	Conductor	Belleville	Willard, A.	76	Sectionman	St. Albans
Durrell, E.	58	Conductor	Armstrong	Wilson, D. G.	68	Agent	Enosburg Falls
Dysart, L. C.	68	Machinist	Irishtown Rd.	Wilson, J.	81	Switchtender	Battle Creek
Edwards, A. C.	68	Sectionman	Gagetown	Wilson, W.	73	Agent-operator	Fiske Branch
Ennis, N. P.	69	Leading Maintainer	London	Witt, C. H.	81	Locomotive Engineer	Vancouver
Feindel, E. M.	74	Brakeman	Bridgewater	Woodward, W. L.	87	Carman & Crane Engr.	Stratford
Fell, F. J.	82	Asst. Foreman	Hamilton	Wright, W. A.	81	Crossing Watchman	Lindsay
Ferguson, B.	76	Hostler	Truro			Trackman	Vancouver
Findlay, W. M.	67	Wagonman	Toronto				
Fortier, G. E.	67	Section Foreman	Chaudiere Station				
Furlong, W.	83	Crossingman	Battle Creek				
Gagnon, J. G. E.	65	Sectionman	St. Arsen				
Giguere, J. E. P.	56	Porter	Quebec, Que.				
Giard, J. H. A.	80	Yardman	St. Romuald				
Govan, J. P.	67	Shipper	Moncton				
Gregoire, W. E. A.	70	Section Foreman	Lacolle				
Gurka, J.	70	Section Foreman	Sioux Lookout				
Guy, J. F.	85	Locomotive Engineer	Battle Creek				
Hale, W. H.	74	Accountant	St. Albans				
Hanna, E. P.	84	Section Foreman	Battle Creek				
Hardy, A.	71	Operator	Montreal				
Harwood, A.	68	Locomotive Engineer	Montreal				
Hayes, T. W.	77	Section Foreman	Winnipeg				
Hillman, W.	86	Section Foreman	Edmonton				
Huculak, D.	77	Section Foreman	Port Arthur				
Hudson, J.	64	Section Foreman	Copper River				
Huston, D. T.	65	Section Foreman	Victoria				
Hykaway, P.	76	Section Foreman	New Westminster				
Jarvis, W.	71	Carman	Vancouver				
Johnson, J. F.	77	Conductor	Transcona				
Keay, J. T.	77	Agent	Armdale				
Kennedy, D.	61	Section Foreman	Regina				
Kusk, M.	73	Janitor	Nakina				
Lauchin, J. W. A. G.	67	Car Inspector	Charny				
Latulippe, J. O. G.	73	Brakeman	Limouliou				
Leclerc, J. E.	73	Pumpman	Montreal				
Leger, J. L.	67	Sr. Posting Clerk	Moncton				
Leonard, F. H.	74	Brakeman	Saint John				
Leonard, J.	78	Sorter	Montreal				
Levesque, J. B. T.	70	Sectionman	St. Pascal				
Lefts, R. W.	78	Parcel Em. Attn.	Fonthill				
MacKenzie, D.	69	Instructionman	Princeton				
Magee, J. H.	74	Foreman	Chicago				
Mandarin, S.	78	Switchman	Portkells				
McDonald, A. N.	73	Conductor	Winnipeg				
McDonald, A. P.	73	Carpenter	Port Hawkesbury				
McIsaac, J. A.	69	Foreman	Big Beach				
McNeil, J. D.	83	Telegrapher	Muskegon				
Meyers, R.	76	Agent	St. Jerome				
Michaud, J. O.	77	Section Foreman	Swanton				
Mitchell, W.	69	Mach. Helper	Winnipeg				
Morgan, T.	66	Clerk	St. James				
Morrissey, J. R.	66	Train Baggage	Battle Creek				
Morse, C. C.	65	Sheet Metal Worker	Winnipeg				
Murray, J. F.	80	Crossing Watchman	Lakelure				
Murray, W. J.	79	Brakeman	Scarborough				
Nichols, A.	88	Fire Builder	Kamloops				
O'Neil, J. A.	74	Section Foreman	Belleville				
Oram, F.			Humbermouth				
Osbourne, S.							

EMPLOYEES

NAME	AGE	OCCUPATION	LOCATION
Anderson, G.	50	Section Foreman	Redmond
Bacon, E. P.	41	Sectionman	Sanford
Blais, J. L. G.	56	Brakeman	Laurentian Div.
Breen, D. S.	64	Conductor	Sarnia
Brockhurst, S. H.	61	Night Clerk	Edmonton
Carr, G. J.	62	Gateman	Allandale
Carey, H. J.	61	Clerk	Ottawa
Counoyer, J. P. E.	62	Carman	Montreal
Dalsiel, W. S.	64	Agent	Murray Harbour
Davidson, N. H.	63	Hostler	Jasper
Delahay, H. S.	46	Motorman	Peterboro
Demers, J. G. N.	52	Sectionman	St. Agapit
Dion, J. A. J.	56	Elect. Helper	Montreal
Duval, J. C.	59	Sectionman	Allen's Mills
Flaherty, J. J.	51	Machinist	Toronto
Gaudet, J. A. P.	62	Asst. Superintendent	Edmundston
Godin, J. H.	62	Locomotive Engineer	Montreal District
Grande, G. B. R.	54	Cook	Calgary Division
Hamula, M.	64	Sectionman	Edmonton Terminals
Hennico, J. P. C.	59	Electrician	Montreal
Heppelle, E. A.	64	Yardmaster	Winnipeg Terminals
Knight, E. L.	59	Operator	St. Thomas
Kunder, A.	54	Constable	Stratford
Labrecque, J. A. J. M.	57	Chief Clerk	Montreal
Lauson, J. K. W.	63	Locomotive Engineer	Montreal District
Levesque, J. F.	57	Laborer	Montreal District
Majdanyk, J.	52	Sectionman	Winnipeg Ter. Div.
McDougall, J. K.	58	Heavy Crane	Transcona
Morawluk, J.	61	Machinist Helper	Winnipeg
Moskal, L. J.	58	Sectionman	Winnipeg Ter. Div.
Nadeau, J. L.	61	Conductor	Levis Division
Palmer, L. B.	61	Locomotive Engineer	New London
Peterson, D. S.	54	Sectionman	Froisart
Paul, L. J.	62	Sectionman	Hudson Bay Division
Piquin, T. I.	62	Boilermaker	Montreal
Rimmington, J. C.	62	Dist. Supervisor	Vancouver
St. Laurent, F. A. V.	54	Carman	Montreal
Sheldrick, H. C.	38	Carman Helper	St. Albans
Shugg, A. K.	55	Yard Foreman	Ottawa
Sim, H. W.	62	Freight Carman	London
Skotnicki, J.	42	Switchtender	Niagara Falls
Tallon, P. J.	61	Chief Clerk	Hamilton
Thomson, R. E.	61	Laborer	Transcona
Vaughan, H. E. D.	61	Agent	Yamou
White, W. J.	61	Magr. Helper	E. & N.O. Div.
Wightman, G. A.	61	General Clerk	Montreal
Wood, C.	64	Yardman	Fort Erie
		Accountant	Montreal
		Locomotive Engineer	Toronto



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one of an order of 1000
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